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OFFICIAL PLAN REVIEW

PHASE III

CONSULTATION DOCUMENTATION

FORMAL SUBMISSIONS IN RESPONSE TO THE DRAFT OFFICIAL PLAN, MAY, 1987

Volume A
Submissions 1 to 52
Pages 1 to 309

Regional Municipality of Ottawa-Carleton

May, 1988

OFFICIAL PLAN REVIEW

PHASE III

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Volume A
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May, 1988

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Minister of Public Works
CANADA
Ministre des Travaux publics

Ottawa, Ontario
K1A 0M2

JUN 23 1987

Mr. J.M. Wright
Planning Commissioner
Regional Municipality
of Ottawa-Carleton
222 Queen Street
OTTAWA, Ontario
K1P 5Z3

Dear Mr. Wright:

Re: Draft Regional Official Plan and Transmittal Report; yours of June 9

Thanks for providing the Draft Regional Official Plan.

I'm forwarding these documents to my officials for review, so they have the opportunity to provide comments prior to September 4, 1987.

Sincerely,

Stewart McInnes

Stewart McInnes

OTTAWA-CARLETON
RECEIVED
JUN 26 1987
19
PLANNING DEPARTMENT

OFFICIAL PLAN REVIEW - PHASE III (DRAFT OFFICIAL PLAN)
SUBMISSIONS RECEIVED -- IN ALPHABETICAL ORDER BY AUTHOR
88/04/18

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88/04/18

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Gib Patterson	Soloway, Wright, et. al.	113	C	715
Ivanhoe Inc.	Soloway, Wright et.al.	40	A	260
J. Freedman In Trust	Equity Management International Limited	54	B	318
Jockvale Realty	Proctor and Redfern	27	A	101
John Steenbakkers	Soloway, Wright, et. al.	30	A	123
M. Holitzner Limited	Proctor & Redfern Group	99	C	646
Mr. and Mrs. Eldon Craig	Low, Murchison	23	A	74
Mrssrs. Bradley et.al.	Proctor & Redfern Group	33	A	220
Mrssrs. Davidson et.al.	Proctor & Redfern Group	32	A	196
Ottawa Uplands Limited	Gowling & Henderson	141	C	840
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01

~~A~~ CB #1

Ontario

Ministry of Education
Eastern Ontario Region

Ministère de l'Éducation
Région de l'est de l'Ontario

1580 Merivale Road
Nepean, Ontario
K2G 4B5
(613) 225-9210

1580, chemin Merivale
Nepean Ontario
K2G 4B5
(613) 225-9210

OTTAWA-CARLETON
RECEIVED
JUN 15 1987
PLANNING DEPARTMENT

June 10, 1987

Mr. J. M. Wright
Planning Commissioner
Regional Municipality of
Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Wright:

Thank you for sending to our office a copy of the Draft Regional Office Plan and Transmittal Report tabled with Planning Committee on May 26, 1987.

We do not intend to submit any comments in writing nor do we wish to appear at your public meeting of September 15, 1987. We may, however, send an observer to the meeting.

This draft plan will be of assistance to us when reviewing the local school boards' capital building forecasts.

It is appreciated that any documents of this nature are forwarded to us.

Yours sincerely,

for Roger Brulé
Jean J. Comtois
Regional Director of Education

National Capital Commission
Commission de la Capitale nationale

Office of the Chairman
Cabinet du Président

03

copy NT #3
with ltr
(file)

June 25, 1987

Mr. J.M. Wright
Planning Commissioner
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Wright:

Thank you for your recent letter in which you invited comments from the National Capital Commission on the draft regional official plan tabled with the Region's Planning Committee on May 26, 1987.

Staff from the Commission's Planning Branch have already been in contact with Mr. Nick Tunnacliffe of your staff, and meetings are being planned with the objective of ensuring that National Capital Commission comments are transferred to the Region in the most efficient and comprehensive manner possible. At such a time as our comments have been finalized, I shall bring them to your attention.

Yours sincerely,

Jean E. Pigott
Chairman

OTTAWA-CARLETON
RECEIVED
JUL 2 1987
4.
PLANNING DEPARTMENT

161 Laurier Ave. West
Ottawa-Hull
Canada
K1P 6J6

161, avenue Laurier ouest
Ottawa-Hull
Canada
K1P 6J6

Canada

04

#4

Ontario

Ministry of
Transportation and
Communications

Telephone No. 235-3829

Corridor Control Section
Room 226, Central Building
1201 Wilson Avenue
Downsview, Ontario
M3M 1J8

July 6, 1987

The Regional Municipality of Ottawa-Carleton
Planning Department
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Attention: J. M. Wright

OTTAWA-CARLETON
RECEIVED
JUL 13 1987
PLANNING DEPARTMENT

Dear Sir:

Re: Draft Regional Offical Plan
Proposed Highway No. 416
District No. 9, Ottawa

Although this Ministry has no objections to the draft official plan, this Ministry requests that Schedules A, G and H be revised to show the proposed route of Highway No. 416 (Cedarview Corridor). We attach for your information a copy of a map showing the location of the proposed route.

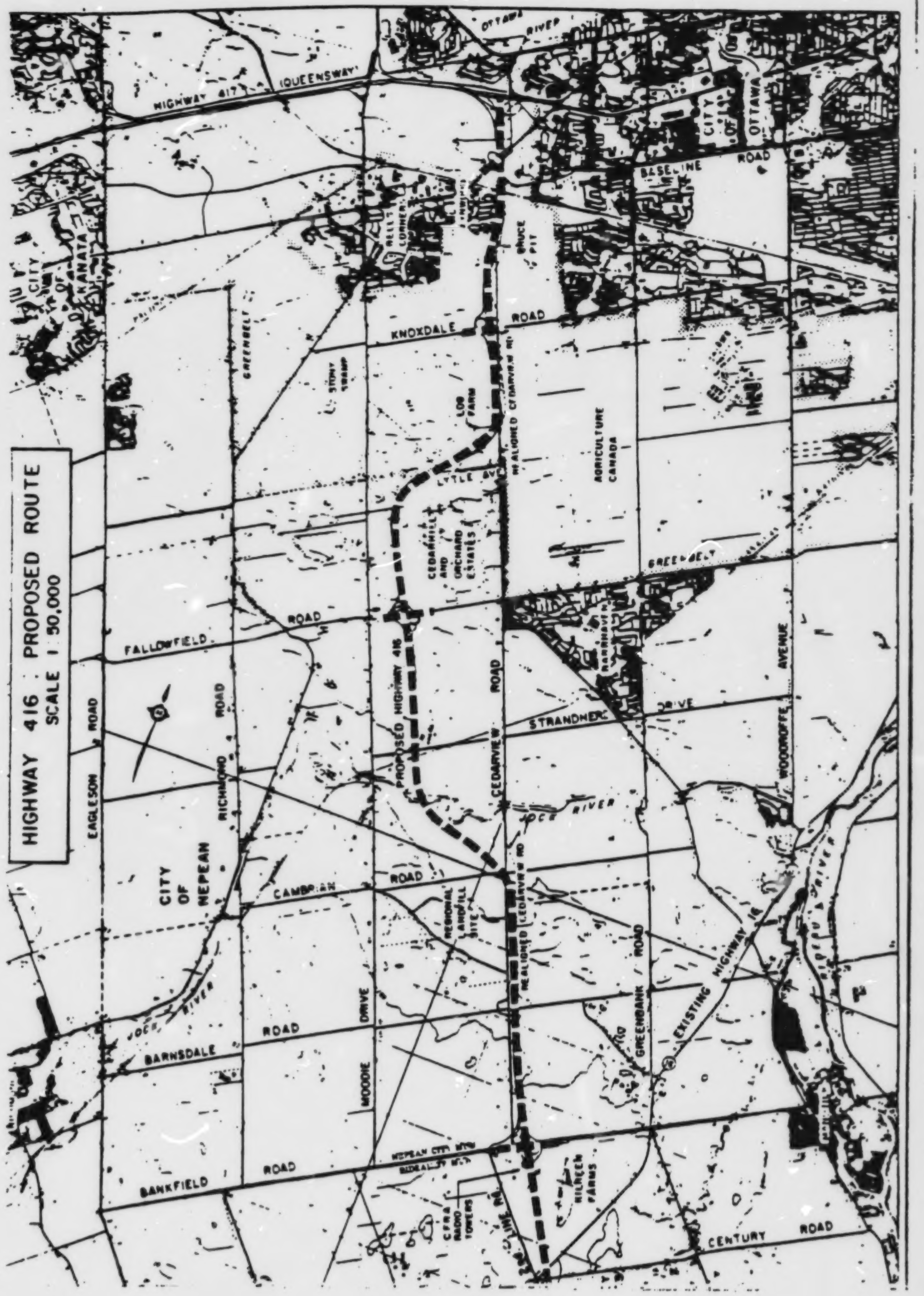
Yours truly,

Heather Doyle

For: A. Zembal
Section Head

AZ/HD/jh
Encl.

cc: District No. 9
Eastern Region
M.M.A.


HIGHWAY 416 : PROPOSED ROUTE
SCALE 1 50,000
CITY OF KANATA
HIGHWAY 417 (QUEENSWAY)
OTTAWA RIVER
CITY OF OTTAWA
BASELINE ROAD
KNOXDALE ROAD
GREENBELT
STONY SWAMP
BELLS CORNERS
BRUCE PIT
LOG FARM
LYTLE AVE
REALIGNED CEDARVIEW RD
AGRICULTURE CANADA
CEDARHILL AND ORCHARD ESTATES
EAGLESON ROAD
FALLOWFIELD ROAD
CITY OF NEPEAN
RICHMOND ROAD
PROPOSED HIGHWAY 416
CEDARVIEW ROAD
STRANDHERD DRIVE
BARRHAVEN
WOODROFFE AVENUE
JOCK RIVER
CAMBRIAN ROAD
REGIONAL LANDFILL SITE
GREENBANK ROAD
EXISTING HIGHWAY 16
RIDEAU RIVER
BARNSDALE ROAD
MOODIE DRIVE
BANKFIELD ROAD
CFRA RADIO TOWERS
KILREEN FARMS
CENTURY ROAD

12

#039

R.F.2 North Gower,
August 24, 1987.

Mr. Chris Bradshaw,
Regional Planning Department,
222 Queen St.,
Ottawa, Ont.,

Dear Mr.Bradshaw,

This letter is in response to the initial draft of the proposed regional plan. I am suggesting the following ammendment.

My property, lot 8 concession 7, Rideau Township, abutts proposed ' general rural ' designation. I urge you to consider extending that designation to encompass my property. Enclosed is a letter from,W. Schouten, stating that the quality of soil is unsuitable for farming purposes. To emphasize this , I have tried unsuccessfully to rent the land for three years and have even offered free use to Mr. Wayne Seabrook, Mr. Lorne Sloan as well as Mr. Schouten without success. These men are all respected farmers in the area and each indicated that the returns would not warrant the time chemicals and seed.

The properties on either side of me as well as about a quarter of my frontage is zoned residential. Designating this property 'general rural' falls within the definition and guidelines describing this designation. Assuming this is a reasonable request, I wait further instruction or information from you.

Sincerely

M.J. O'Connor (489-3624)
R.R.# 2
North Gower, Ont.,
KOA 2TO

OTTAWA-C
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AUG 28 1987
27
PLANNING DEPARTMENT

OS

#225

330-2

Dr. David Makow
14 Davidson Crescent,
Gloucester, Ontario.
K1J 6M2

July 15 1987

OTTAWA-CARLETON
RECEIVED
CC
JUL 16 1987
CLERK'S DEPARTMENT

Ms. Ann Therese MacEachern,
Planning Committe Coordinator,
Regional-Municipality of Ottawa-Carleton,
222 Queen Street,
Ottawa. Ontario.
K1P 5Z3

Dear Ms. MacEachern,

I am referring to the new draft Official Plan for the Regional Municipality Section 5.1.33 : Areas of poor land in Agricultural Resource Areas, page 5 - 3.

Please note that I support your effort in considering separately the question of lot severances for such poor lands, as summarised under paragraphs a, b, c, and d Section 6 on page 5 - 3.

However, I wish to turn your attention to paragraph (a) of Section 6 that I feel require further qualification. There are many small forested areas within the Agricultural Resource areas which have an attractive mix of matured trees. Often, such areas are on lands designated much better than Class 5 and would be excluded for development under the provision of paragraph (a).

It is not likely that a matured forest would ever become agricultural land and if it is not used commercially, it would make very attractive residential lots of 4 hectares each. Presently, many such forested spots are not maintained and have many fallen and dead trees, underbrush and would benefit greatly from residential ownership.

In view of the fore-going, I suggest that paragraph (a) be extended to include a qualifying sentence such as, for example:

Section 6 paragraph (a):

(a) " has a capability rating for agriculture of Class 5 or poorer as determined from the soil maps of Ottawa - Carleton prepared by the Ontario Institute of Pedology,"

Suggested Qualifying Sentence:

.... unless such lands are forested and not used commercially. In which case, such land can have a rating much better than Class 5.

I look forward to hearing from you on this matter. If you have any questions, or wish to discuss any aspect of this subject with me, please don't hesitate to contact me at 613 745-5623. Thank you for your kind consideration.

Yours Truly,

David Makow P. Eng.

#6

08

OTTAWA-CARLETON
RECEIVED
JUL 31 1987
31
PLANNING DEPARTMENT

260 Scarlett Road, Ste. 312
Toronto, Ontario
M6N 4K9

July 24, 1987
Regional Municipality of Ottawa-Carleton, 14th Floor
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Attnetion: Mr. Chris Bradshaw

Dear Sir:

Re: Brief #129

Your response in the "Summary of Briefs and Staff Response" and your careful editing of my previous correspondence ignores the submission previously made in that the subject property is much too small to be considered a financially viable farming operation. The deplorable state of agricultural economy (which is regularly reported in the news media) makes its purchase for a farming operation not possible.

Further compounding the situation is the expropriation of 3.24 acres of the property which resulted in a irregular (triangular) shaped lot of approximately 2.27 acres directly adjoining commercially zoned land. This lot is completely isolated by a drainage ditch which is impassable for farm equipment and livestock.

We therefore are at a loss to understand the rational in your report that these two properties should remain as an agricultural resource when in fact, the small parcel has not been cultivated in 40 years and the balance has been worked by the neighbouring farm on a basis of free rent with no remuneration being received.

Your early reply to these comments would be appreciated.

Yours very truly,

(Mrs. Barbara McGee)

Ontario
Ministry of Community and Social Services
Ministère des Services sociaux et communautaires

09

#7.

10, rue Rideau Street
Ottawa, Ontario
K1N 9J1
(613) 234-1188

July 22, 1987

Planning Committee Coordinator
Regional Municipality of
Ottawa-Carleton
14th Floor
222 Queen Street
Ottawa, Ontario
K1P 5Z3

OTTAWA-CARLETON
RECEIVED
JUL 30 1987
CLERK'S DEPARTMENT

Dear Sir or Madam,

Thank you for providing us with a copy of the draft regional official plan and transmittal report. The statistics on projected urban growth in the Regional Municipality and the information on regional development strategies will be of asssistance to the Ministry and more specifically to the Ottawa Area Office in developing long term strategies for social services delivery. I would appreciate receiving a copy of your final plan.

I wish to take the opportunity to comment on the sections of the official plan which are of particular interest to the Ministry.

Part 6: Housing - Section 6.2.3 Affordable Housing
Section 6.2.6 Special Needs Housing

The Area Office recognizes the fact that there is a shortage of geared to income housing and that low income groups are forced to spend a great portion of their revenue on accommodation. The Ministry has recently mandated a social assistance review committee with the specific task of reassessing the needs and requirements of families and individuals on social assistance programs. The committee is addressing the problems of housing for low income groups and the increase in the utilization of emergency programs. The committee's report will be available before Christmas 1987.

.../2

The Area Office supports your recommendation of permitting group homes in all areas where residential uses are permitted. It is becoming more important for such a policy to exist given the difficulties for operators to set up residences in the regional municipality. The difficulty for operators to establish larger facilities such as emergency shelters, domiciliary homes and day care centres also needs to be addressed. Zoning by-laws developed by municipalities need to be consistent with one another and this will require some coordination.

I trust that our comments will be of assistance to you in finalizing the Regional Municipality's official plan.

Yours sincerely,

Pierre Lalonde
Area Manager
Ottawa Area Office

PL/YR/11
c.c: R. Nadon
A. Rnic
G. Eby
S. Clarke
D. Hewitt, Communication Group
K. Macdonald, Regional Director, Southeast Region
Y. Riendeau

CITY OF KANATA
150 KATIMAVIK ROAD, KANATA, ONTARIO K2L 2N3 TELEPHONE (613) 592-4281

August 6, 1987

Regional Municipality of
Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Attention: Mr. N. Tunnacliffe, Director
Policy and Program Division

Dear Mr. Tunnacliffe:

Re: Official Plan Review

With respect to your letter of June 12, 1987 this will confirm that at a meeting held August 4, 1987, Council reviewed your letter and referred it to the Director of Planning for review.

If there are any questions, please contact the undersigned or Dave Krajaefski.

Yours truly,

Frank Wilson, AMCT
City Clerk

FW/bp

* SEE BRIEF #29

c.c. Director of Planning

OTTAWA-CARLETON
RECEIVED
AUG 10 1987
8
PLANNING DEPARTMENT

CONTAINS RECYCLED DE-INKED FIBRE

(attached to brief #9)

Cornerview Farms
RR3 Richmond, Ont
July 10, 1987

To Whom It May Concern;

At the request of my nieghbour Molly O'Connor, I would like to offer you my opinion on the quality of her land for agriculture purposes. As a bonefide farmer,well respected in the field, let me tell you the land is not much. The fields are small and varying shapes, divided by rows of fence and brush. The soil depth is shallow and full of stone. Yes, I said stone, because this land is blessed with them. Except for one 8 acre field in the back of this land it is stony and the hard pan is very close to the surface. As a result of this the crops tended to either dry up or drown, on a wet year the water lays on the surface and a dry year the surface bakes so the water can't come up. In my estimation there is not even class 2 or 3 as designated, at best I would say class 6 or 7.

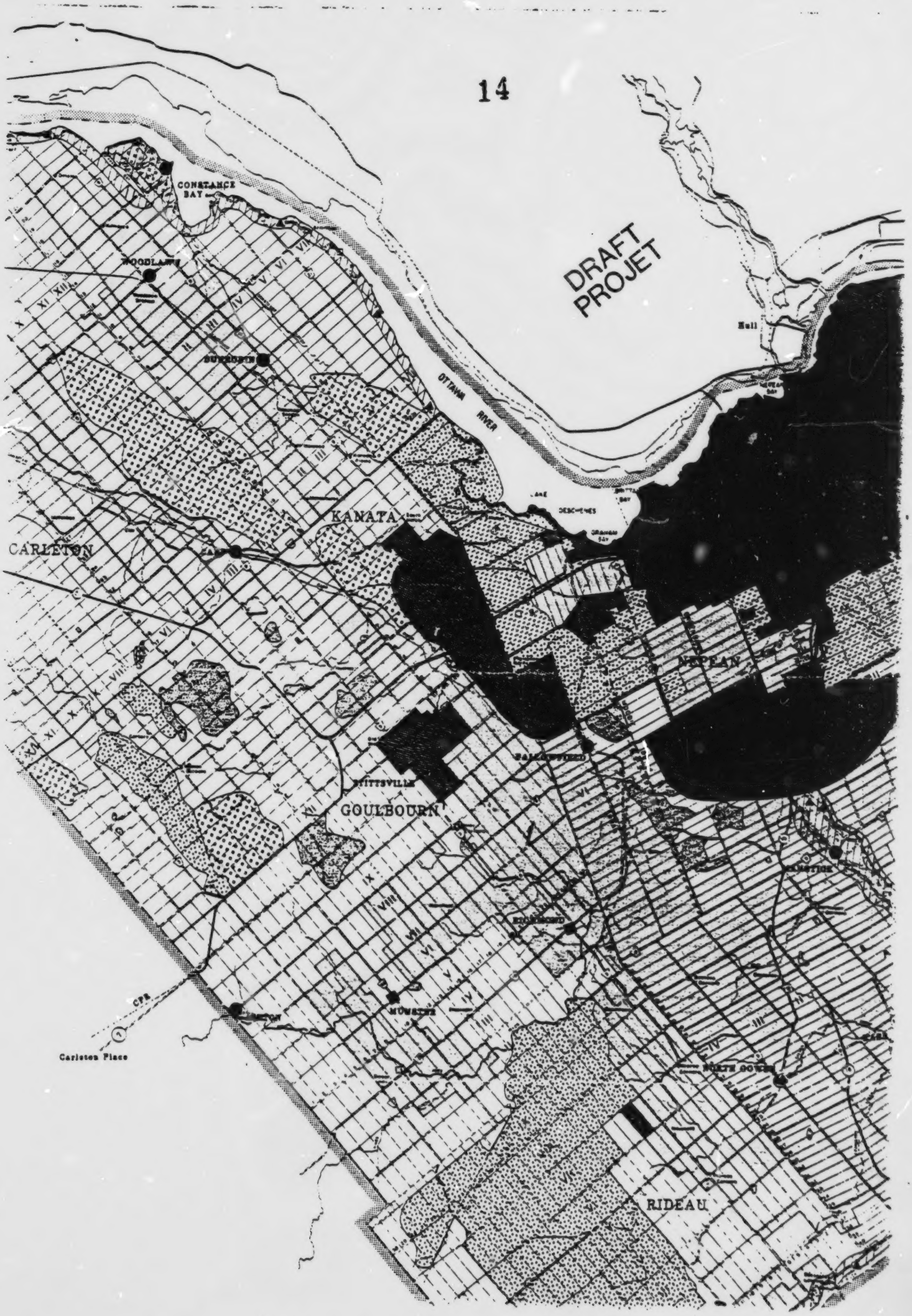
You may wish to know why I am so familiar with this property. Ten years ago we worked this land , and had for a number of years. We did so more or less as a courtesy to keep the weeds down, and we payed very little rent. Now my son's are grown and operating the farm business with me. They do not want this quality land since one just breaks their back picking stone , and breaks the machinery as well..

You may wish to know if I am qualified to give you this kind of appraisal. Let me tell, I came to this country in 1952 from Holland, where I grew up on my father's farm and got my education in agriculture. Since living in this country I started as a hired hand before starting on my own. My farm has grown to become Schouten Corner View Farms Ltd., one of the leading dairy farms in Eastern Ontario. I am also a councillor, wardl, Rideau Township, and a member on the Ontario Milk Marketing Board(OMMB).

If you have any concerns re this letter feel free to contact me, I would be pleased to discuss it with you and would make myself available to walk the property, if necessary.

Sincerely

Wm. Schouten
489-3667


DRAFT
PROJET
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CONSTANCE BAY
WOODLAWN
DUNROBIN
OTTAWA RIVER
KANATA
CARLETON
NEPEAN
FALLOWFIELD
STITTSVILLE
GOULBOURN
RICHMOND
MANOTICK
MUNSTER
CPR
Carleton Place
NORTH GOWER
RIDEAU

#010

15

Brief To Regional Municipality Of Ottawa-Carleton

Draft Regional Official Plan

August 31,1987

I wish to express support for the May, 1987 Official Plan with the exception of those matters discussed below.

I am very pleased with the way in which the Regional Council solicited and supported public comments.

My comments are ordered from the general to the specific areas and the most important items to the least items.

I will be pleased to answer any questions your staff may have in advance of the public hearings.

John K. Murphy
1364 Fitzpatrick ST.
Orleans, ONT.
K1E 3L6

Off Phone 748-2960

cc. Cumberland Township Council
Gloucester Council
Queenswood Heights Community Association

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16

Draft Regional Official Plan

General Comments August 31,1987

This area of comments cross many sections of the Regional Official Plan and thus I have consolidated my comments and impressions.

1) Housing Direction and Resultant Effects:

I accept the short term reasons for the quantity of single dwelling supported by the projected 2.4 persons per dwelling by 2001.

The fact the population is currently middle age gives me some very major concerns for the future.

My experience and observation has lead me to believe as the family or persons get older, there is a desire to move to a higher density dwelling in order to evade the normal maintenance choirs. Is the amount of higher density dwelling sufficient to support this aging process.

I agree later Official Plan reviews will have to address this concerns but I feel some preliminary action is required by all planning groups now.

I feel the planning groups should be requested to re-check their housing estimates, especially the higher density projections in light of the aging population. Other question the planning group should review are:

What would be the effect to communities should this shift to higher density take place?

Will the current and planned inter-structure handle this re-direction?

Is our planning procedures flexible enough to incorporated the differing needs of the short and long term needs of the aging population?

Draft Regional Official Plan

General Comments (Con't) August 31,1987

2) Jobs and Job Creation:

I hope the job projections in the three urban centres are realized. The past experiences from the first Official Plan until now don't seen to support this fact.

The entire Official Plan new jobs are encourage to establishing in the three urban areas. This is a fine and noble statement for a Regional Council to make to job creators but what policies are in place for the Region. I have a strong perception the majority of the Regional Government jobs are located in the central core or will be with the new Regional Office Complex. I can accept the argument the administrative task is easier with all staff in one general area. The Region should be a leader in decentralizing (as the Official Plan says in 2.1.7 Transportation Strategy and in many other places) a **significant number of new jobs** to be located in the three urban centers. An example could be the entire water works group could be move to the Orleans area close to the Greens Creek processing plant. I am sure other groups could and should be move to the three urban centres.

3) Use of the Word "safe" with the Official Plan:

Throughout the document and specifically related the transportation system this undefined word is used. In some of the areas the Region does not have jurisdiction like bicycles and pedestrians and admits this fact but the bottom line is both the Region and area Municipalities will be legally responsibility.

The word in My opinion adds nothing to the Official Plan and should not be used for I fear some day a legal action will be started thus the Region and area Municipalities will have to prove they were in fact not negligent.

4) 5 Year Capital Plans:

Through out the review, I was not too sure if the current 5 year capital budget and expenditures was included in the discussion. In the Official Plan or an appendix should spell out what is currently being done or planned. This would ensure no items could fall through the cracks. A example of this is road construction and maintenance. Should a road not be mentioned is it correct to assume no work is being or planned to be done.

1S

Draft Regional Official Plan

Specific Comments August 31,1987

1.7.2 Policies for Implementation

Point # 7 I feel this item is too weak and the Region should refuse to provide their services for a development until the developer properly plans with all level of Government.

Point # 9 I feel the five year time limit is too short as the current excise is going to take nearly 4 to 5 years. I would suggest a limit of every other Regional Council, which extend it by one year and allows alternate Council to handle other major issues.

3.2.3.1 **Regional Shopping Centres**

Point # 3 Place De L'Orleans should be included in the regional shopping centre list. Should this not be so then item 3.2.3.2 point 7 A prevents it from be classified as a Community Shopping Centre. This also causes problems for the new Fallingbrook centre.

Point # 4 The Kanata Town centre **OR** Orleans Town Centre should be change to read **AND / OR**.

3.3.3 **Policies for Major Community Facilities**

Point # 1 Some form off reserve category should be entered to reflect the fact the Kanata and Orleans Centres will have a Hospital in the near future. The Official Plan should not have to be revised just to add this facilities nor the review process be completed.

5.3.5 **Conservation Area**

Petrie Island should be included in this special classification.

Draft Regional Official Plan
Specific Comments (Con't)

August 31,1987

6.2.6 Special Needs Housing

The residential should be change to "residential and or industrial" thus Cumberland does not have to change their current by-law.

10.1.2 Policies for Water Supply and Sewage Treatment

Point # 1 The 75,000 limit should be changed to 90,000 limit.

Point # 5 The unit specified is the the total number to be developed or the incremental step. Is the actual count for Notre Dame-Des Champs valid or has it in fact recently increased.

11.2.2 Road Priorities

Tier 1 The 10 Line from St Joseph to Inns Road should be included.

Tier 2 The NCC current plans for the Ottawa River Parkway ends near Green Creek will the Region extent this to RR47 as outlined in the plan.

11.2.4 Road Widening Policy

Point C Given this item what is the reason the 10 line to be the extra width.

11.4.2 Transitway System

Point # 19 I feel the extension of the transitway to the Orleans Centre is critical to this centre's job creation. The detail design drawings and Environment hearings should be noted as a separate point and held at the earliest possible point in time. This section of roadway should be build with the road way first and in use before the actual transitway station is build. This will allow the earliest possible use of all residents.

20 #011 Stittsville, Ont.
Aug 31/87

Mr. Nigel Creighton
Regional Planning Official

Dear Sir:

I am writing this letter objecting to the proposed updating of the Regional secondary official plan. I am expressing concern about the zoning of my property which is E½ of Lot 24 Conc. 9, Goulbourn Twp. fronting on Flewellyn Rd.)

At present the front half of my property (Conc. 9) is zoned "agricultural" land and rear half is zoned as "marginal" (Fernbank Rd.)

Please reconsider! We have lived here for twenty-eight years and due to the rough nature of the land, trees and large boulders we have never been able to farm the frontage. It is impossible to use the frontage for agricultural purposes. At present the Ontario Hydro transmission is being constructed diagonally across frontage. For this reason a section of bush has been removed.

I am also asking that Regional Planners include in their planning By-Law 2-87, being

Amendment No. 54, be added to the Official Plan. This By-Law Amendment has had its 3rd & Final Reading by Goulbourn Township Council on Feb 16/7. The balance of my property should be classed as "marginal" land. The W½ of Lot 24 should be zoned marginal as it is at the present time.

Sincerely

Reginald Faulkner

#012

WELCH'S
APPLEHILL FARM

apple orchards located on Prescott highway, No. 16, south of Ottawa, Ontario.

P. O. Box 59
R. R. No. 2, City View
ONTARIO, CANADA

September 2, 1987.

Chris Bradshaw
Community Relations Officer
Planning Committee Co-ordinator
14th Floor, 222 Queen Street
Ottawa Ontario
K1P 5Z3

Dear Mr. Bradshaw:

I would like to thank you for sending the Draft Official Plan and putting me on your regular mailing list.

At your request, I would like to express my opinions on the outcome of the South Urban special study.

I am a property owner in the affected area called Applehill Farm which is located on highway 16 between Capital Memorial Gardens and Jack May (car dealership). Both of these businesses are zoned non-agricultural.

Farming as you probably realize, has many problems and now more than ever it is taking larger areas of land to bring even meager returns. The farm has decreased since 1978 when the river field was expropriated by Nepean Township and the sale of 7 acres on the Jockvale Road in 1977. The farm is now approximately 26 acres.

I myself have been involved with the orchard over 30 years after I attended agricultural college. I worked the farm on a full time basis with my parents for nine years in the early 60's. I had to eventually take fulltime work in the city and do the farm on a part-time basis due to the low wages.

...2

WELCH'S
APPLEHILL FARM

apple orchards
located on Prescott
highway, No. 16,
south of Ottawa,
Ontario.

P. O. Box 59
R. R. No. 2, City View
ONTARIO, CANADA

Even now the farm is plagued with problems of urbanization. In April we had a law suit against the farm with neighbour Jack May Pontiac for $20,000 because of trees planted twenty-five years ago for a windbreak in number 5 orchard. They were ten feet in from the fence line. Strong winds at times would blow the juices from the leaves onto the cars causing the lawsuit. Legal council suggested that there was a fault and the line of trees were cut down and removed.

In August of this year, after two generations (38 years) have been selling fruits and vegetables at the farm gate, the provincial police forced the stands and signs off the highway property causing us to market produce elsewhere.

In conclusion, the city has always been at our back door but now unfortunately it is also at our front door. It is time to realize that urbanization in the area is the only practical way of justifying 35 years of work and worry.

Yours sincerely

David Welch

24 Chris. - OP [illegible] #013

Mississippi
Valley
Conservation
Authority

P.O. BOX 268, LANARK, ONTARIO, K0G 1K0 — (613) 259-2421

File: U22

August 17, 1987

Mr. Stephen Carty,
Planner,
Plans Administration Branch,
Ministry of Municipal Affairs,
777 Bay Street,
Toronto, Ontario.
M5G 2E5

Dear Mr. Carty:

Re: Draft Official Plan, Regional Municipality of Ottawa Carleton

Authority staff has reviewed this document noting that the policies dealing with floodplains reflect proposed provincial floodplain policies. It was also noted that the Region has incorporated flexibility into its policies by describing approaches for non-regulated as well as regulated situations.

This Authority has no objection to the approval of the draft Official Plan of the Regional Municipality of Ottawa Carleton.

Yours very truly,

SHay

Sandy Hay,
Planning Supervisor.

SH:cr

c. c. Mr. Dennis Murray, District Manager,
Ministry of Natural Resources, Carleton Place.
Mr. Nick Tunnacliffe,
Regional Municipality of Ottawa Carleton,
Ottawa.

25

[illegible] #014
830

Environment Canada — Environnement Canada
Conservation and Protection — Conservation et Protection
[illegible]

Ottawa, Ontario
K1A 0E7

Your file Votre référence
Our file Notre référence

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OTTAWA-CARLETON
AUG 31 1987
PLANNING DEPARTMENT

August 18, 1987

Planning Committee Coordinator
14th Floor, 222 Queen Street
Ottawa, ON
K1P 5Z3

Dear Sir/Madam:

Regarding your draft regional official plan, I hereby enclose a copy of the Federal Policy on Land Use (FPLU) which should be included in the final regional plan. Federal Government Departments and Agencies utilize the FPLU in land use decisions and environmental impact assessments. The Land-Use Guidelines of the FPLU (pp. 9-10) apply to many of the land sectors addressed in the regional official plan.

Yours sincerely,

E. Neville Ward

E. Neville Ward
Senior Research Officer
Land Planning Analysis Division

Enclosures

Canada

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Government of Canada Gouvernement du Canada

FEDERAL POLICY ON LAND USE

POLITIQUE FÉDÉRALE SUR L'UTILISATION DES TERRES

Canada

NOTE

The Federal Policy on Land Use was approved by the Federal Cabinet in December 1980. The Policy is designed to guide the internal activities of the federal government and their effects on the use of private and public land throughout the nation. It consists of a series of policy statements and land-use guidelines which are applied to all federal government activities to ensure that consideration is given to their impact on land resources.

To ensure application of the Policy, the government established an Interdepartmental Committee on Land, reporting to the Minister of the Environment. This Committee serves as the federal focal point for the implementation of the Policy and reviews means by which the land-use guidelines can be applied to federal programs. The Committee also acts as the coordination centre for federal-provincial land use discussions.

For further information contact:

The Chairman
Interdepartmental Committee on Land (ICL)
Environment Canada
Ottawa, Ontario
K1A 0E7

or

The Secretariat
ICL
Lands Directorate
Environment Canada
Ottawa, Ontario
K1A 0E7

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Cat. No. En72-9/1981
ISBN 0-662-52866-2

NOTE

La politique fédérale sur l'utilisation des terres a été approuvée par le Cabinet fédéral en 1980. Elle est destinée à orienter les activités internes du gouvernement du Canada et à atténuer leurs effets sur l'utilisation des terres privées et publiques du pays. Elle réunit un ensemble de règles et de directives en matière d'utilisation des terres qui s'appliquent à toutes les activités fédérales afin d'assurer la prise en compte des répercussions sur les ressources en terres.

Pour assurer l'application de la politique, le gouvernement a créé le Comité interministériel des terres. Ce Comité, qui relève du ministre de l'Environnement sert de levier fédéral pour la mise en oeuvre de la politique; il étudie des modes d'application des lignes directrices aux programmes fédéraux. Le Comité joue un rôle de coordination dans les négociations fédérales-provinciales concernant l'utilisation des terres.

Pour avoir d'autres renseignements, communiquer avec:

Le président
Comité interministériel des terres (CIT)
Environnement Canada
Ottawa (Ontario)
K1A 0E7

ou

Le secrétariat
CIT
Direction générale des terres
Environnement Canada
Ottawa (Ontario)
K1A 0E7

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N° de cat.: En72-9/1981
ISBN: 0-662-52866-2

Federal Policy on Land Use

December 1980

1. Purpose

The purpose of this publication is to outline the Federal Policy on Land Use: A policy to guide federal policies and programs as they affect land use and to guide the management of federal lands.

The federal government recognizes that the wise use and sound management of the nation's land resources are essential to the attainment of many of the nation's goals. The provincial governments have legislative jurisdiction over the general regulation and control of land within their boundaries and the federal government has no intention of intruding in the area of provincial jurisdiction with respect to land. The federal government has legislative jurisdiction over the general regulation and control of large areas of land in the Territories and over some land, mainly federally owned, in the provinces. Furthermore, federal government policies and programs markedly affect the allocation, use and management of both private and public lands.

Land is the basis of national sovereignty, a primary factor in production of food and fibre, and its use as a determinant of the quality of life for present and future generations. Sound land use is fundamental to achieving the political, social and economic goals of a society. Land provides food, fibre, minerals, fuels, shelter, water and oxygen, and is an essential element in the control of pollution and the maintenance of productive ecosystems. Consequently, the way in which land is used will shape the way in which a society functions.

In Canada, the nature, extent and capability of the land resource vary widely from region to region. In all instances, however, the high quality land base for production is limited, thus imposing a need to use the land wisely in order to obtain maximum sustained benefits. The inter-regional exchange of commodities derived from land is a significant factor in the national economy and achievement of national goals.

Current land issues relevant to Canadian society include the loss of high quality agricultural land; the increased need for industrial and residential land and its

Politique fédérale sur l'utilisation des terres

Décembre 1980

1. Objet

Ce document énonce une politique qui servira de guide dans les politiques et les programmes fédéraux influant sur l'utilisation des terres, ainsi que dans la gestion des terres fédérales.

Le gouvernement fédéral reconnaît que la réalisation de nombreux objectifs nationaux repose sur l'utilisation judicieuse et la bonne gestion des terres du pays. À l'intérieur des limites provinciales, la réglementation et le contrôle des terres relèvent de la compétence des gouvernements provinciaux et le gouvernement fédéral n'a pas l'intention de s'immiscer dans ce domaine. Cependant, il détient des pouvoirs législatifs sur l'ensemble de la réglementation et du contrôle de grandes superficies de terres situées dans les Territoires et sur certaines terres situées dans les provinces, principalement lorsqu'il en est le propriétaire foncier. De plus, les politiques et les programmes du gouvernement fédéral influent considérablement sur l'affectation, l'utilisation et l'aménagement des terres privées et publiques.

La terre constitue la base de la souveraineté nationale; elle représente l'élément de base dans la production de nourriture et de matière ligneuse et son utilisation est un facteur déterminant de la qualité de la vie pour les générations actuelles et futures. Il est essentiel de l'utiliser avec discernement si l'on veut réaliser les objectifs politiques, sociaux et économiques d'une société. La terre fournit la nourriture, la matière ligneuse, les minéraux, les carburants, l'abri, l'eau et l'oxygène; elle constitue également un élément essentiel dans la lutte contre la pollution et dans le maintien d'écosystèmes productifs. Par conséquent, la façon d'utiliser la terre se répercute dans le mode de fonctionnement d'une société.

Au Canada, la nature, l'importance et le potentiel des terres varient sensiblement d'une région à l'autre. De façon générale, cependant, les terres productives de haute qualité sont peu étendues; il est donc nécessaire d'utiliser judicieusement les terres si l'on veut en retirer le plus possible à long terme. L'échange interrégional des produits de la terre constitue un important facteur pour l'économie canadienne et pour la réalisation d'objectifs nationaux.

À l'heure actuelle, la société canadienne se trouve aux prises avec des difficultés, comme la perte de bonnes terres agricoles, le besoin accru de terres industrielles et

high cost; the concerns over location of transportation and energy facilities; access for mineral exploration and development; the settlement of native claims; the preservation of unique habitats for wildlife; and preservation of land of recreational, historical, cultural or aesthetic importance. The increased demands for such land and the resulting land-use conflicts make it imperative that rational land-use decisions are made in order to meet Canada's present and future needs. To this end it is essential that effective means for assessing, allocating and managing Canada's limited land resources are developed.

This document enunciates a policy goal with accompanying principles, policy statements and guidelines by which the federal government will assess, develop and adapt its programs and policies to ensure a positive contribution to the wise use of Canada's land resources and thereby contribute to the achievement of Canada's goals.

2. The Goal

To ensure that federal policies and programs and the management of federal lands contribute to the wise use of Canada's land resources.

3. Guiding Principles

The federal government will pursue this goal by applying policy statements and land-use guidelines while observing these principles:

- A widely understood, comprehensive and current appreciation of land, its characteristics and use is fundamental to sound land-use decisions by Canadians and their governments.
- The free exercise of a) private rights and obligations associated with land ownership; and b) the operation of the market as the prime allocator of privately-owned land must be preserved unless clearly demonstrated to be contrary to the public interest.
- The provinces have legislative jurisdiction over the general regulation and control of land use within their boundaries, with the exception of federal lands.
- Governments must be accountable for the current impact and long-term effects of their land policies and programs.

résidentielles et leur coût élevé, la difficulté de choisir des terres pour la production d'énergie et pour les transports, le droit à l'exploration et l'exploitation minières, le règlement des revendications des autochtones, la préservation d'habitats fauniques irremplaçables et la protection de terres qui revêtent une grande importance du point de vue des loisirs, de l'histoire, de la culture ou de l'esthétique. Les demandes accrues pour ce genre de terres et les conflits d'utilisation qui en découlent rendent nécessaire la prise de décisions rationnelles, afin que soient satisfaits les besoins actuels et futurs du Canada. À cette fin, il faut absolument mettre au point des moyens efficaces qui permettent d'évaluer, d'affecter et de gérer cette ressource limitée.

La présente publication énonce un objectif et des principes, des énoncés de politique et des lignes directrices grâce auxquels le gouvernement fédéral évaluera, élaborera et adaptera ses programmes et ses politiques de façon à contribuer de façon valable à l'utilisation rationnelle des ressources foncières du Canada et, par le fait même, à la réalisation des objectifs nationaux.

2. L'objectif

Faire en sorte que les politiques et les programmes fédéraux ainsi que la question des terres fédérales contribuent à l'utilisation judicieuse des ressources foncières du Canada.

3. Principes directeurs

Le gouvernement fédéral poursuivra cet objectif par l'application des énoncés de politique et des lignes directrices sur l'utilisation des terres, tout en observant les principes suivants :

- Les Canadiens et leurs gouvernements doivent avoir une connaissance étendue, globale et à jour des terres, de leurs caractéristiques et de leur utilisation pour prendre les décisions qui s'imposent en matière d'utilisation des terres.
- Il faut préserver a) le libre exercice du droit à la propriété foncière ainsi que les obligations qui s'y rattachent et b) le principe du libre marché dans les transactions entourant les terres privées, à moins que cela n'aille directement à l'encontre de l'intérêt public.
- Les provinces ont le pouvoir législatif de réglementer et d'administrer de manière générale l'utilisation des terres situées dans les limites de leur territoire, à l'exception des terres fédérales.
- Les gouvernements doivent rendre compte des conséquences immédiates et à long terme de leurs politiques et programmes sur les terres.

- Between governments and within any government, harmony of policies and programs that affect land is fundamental to dealing with land-use problems.

- Land-use policies, while recognizing biological and physical constraints, at the same time must reflect changing economic, technological and environmental conditions, and public attitudes.

4. Policy Statements

4.1 Federal-Provincial Approach

The federal government will pursue the achievement of the policy goal through a cooperative federal-provincial approach, and will support those provincial land-use objectives, policies and programs that it views to be operating in the national interest.

4.2 The Federal Land Management Principle

The federal government will acquire and manage lands necessary for those activities for which it is responsible, so as to combine efficient provision of federal government services with the achievement of broader social, economic and environmental objectives.

The Treasury Board Advisory Committee on Federal Land Management will consider 1) the Policy Statements and 2) the Guidelines in this document to develop policies and guidelines in support of the federal land management policy. Federal departments and agencies (listed in schedules A, B and C of the *Financial Administration Act*) will ensure the sound planning and safe development of lands for which they are responsible by ensuring that the Treasury Board Advisory Committee on Federal Land Management reviews all plans for federal facilities such as:

- airports
- canals
- ports and harbours
- parks and wildlife areas
- small craft harbours
- community pastures
- defence and public works

on all lands owned or to be acquired by the federal government.

Ministers will provide these Guidelines to federal Schedule D Crown Corporations to guide their land-use decisions.

- La solution des problèmes d'utilisation des terres exige l'harmonisation des politiques et programmes sur les terres, entre les gouvernements et à l'intérieur de chaque gouvernement.

- Outre les contraintes d'ordre biologique et physique, les politiques d'utilisation des terres doivent tenir compte des fluctuations économiques, de la technologie et de l'écologie, ainsi que de l'attitude du public.

4. Énoncés de politique

4.1 Collaboration fédérale-provinciale

Le gouvernement fédéral poursuivra l'objectif visé grâce à une collaboration fédérale-provinciale et il appuiera les objectifs, les politiques et les programmes provinciaux d'utilisation des terres qu'il considère d'intérêt national.

4.2 Le principe de gestion foncière fédérale

Le gouvernement fédéral acquerra et aménagera les terres nécessaires aux activités dont il est responsable, de façon à combiner l'apport de services fédéraux efficaces avec la réalisation d'objectifs sociaux, économiques et environnementaux plus vastes.

Le Comité consultatif du Conseil du Trésor sur la gestion foncière fédérale tiendra compte 1) des Énoncés de politique et 2) des Lignes directrices du présent document dans l'élaboration de politiques et de lignes directrices pour appuyer l'application de la politique de gestion foncière fédérale. Les ministères et organismes fédéraux dont les noms figurent dans les annexes A, B et C de la *Loi sur l'administration financière* verront à la planification efficace et à l'exploitation prudente des terres qui relèvent de leur compétence en assurant la révision par le Comité consultatif du Conseil du Trésor sur la gestion foncière fédérale, de tous les plans d'installations fédérales telles que :

- les aéroports
- les canaux
- les ports
- les parcs et les réserves fauniques
- les ports pour petits bateaux
- les pâturages collectifs
- les travaux de défense et les travaux publics

sur toutes les terres appartenant au gouvernement fédéral ou dont le gouvernement fédéral se portera acquéreur.

Les ministres communiqueront les lignes directrices aux sociétés de la Couronne dont les noms figurent à l'annexe D, en vue d'orienter leurs décisions en ce domaine.

4.3 Impact of Federal Programs on Land Use

The federal government will review its policies and programs in order to identify where and how its activities influence the use of private and public land and the evolution of land-use patterns.

The responsibility to conduct such reviews rests with individual departments, with guidance as required from the Interdepartmental Committee on Land.

4.4 Federal Environmental Assessment and Review Process

The federal government will ensure that all significant land-related projects initiated by the federal government, for which federal funds are provided, or for which federal property is required, are subject to the Federal Environmental Assessment and Review Process or a provincial equivalent so that potential environmental and land-use ill effects can be identified and mitigated.

4.5 Lands of Historical, Recreational, Aesthetic or Ecological Importance

The federal government will identify and, as appropriate, protect through designation or acquisition, lands of particular value to the nation because of historical, cultural, recreational, aesthetic or ecological importance.

Programs that deal specifically with these lands are being carried out within the Department of Indian and Northern Affairs and the Department of the Environment.

Representative samples of Canada's natural landscapes, seascapes and ecosystems are acquired and maintained through the *National Parks Act*.

Under the *Historical Sites and Monuments Act*, sites of historical and cultural value to the nation are preserved and, as required, acquired by the federal government.

The *Territorial Lands Act* is used in the Territories to set aside lands of particular value such as game sanctuaries and national forests. Federal/provincial/territorial agreements under the Agreements for Recreation and Conservation Program identify and protect lands considered to be important recreational resources.

4.3 Répercussions des programmes fédéraux sur l'utilisation des terres

Le gouvernement fédéral examinera ses politiques et ses programmes afin d'établir où et comment ses actions influencent l'utilisation des terres privées et publiques et l'évolution des tendances relatives à l'utilisation des terres.

Il incombe à chaque ministère d'effectuer ces examens en ayant recours, au besoin, aux conseils du Comité interministériel sur les terres.

4.4 Processus fédéral d'évaluation et d'examen en matière d'environnement

Le gouvernement fédéral verra à ce que tous les projets importants relatifs aux terres qui ont été lancés par lui, qui bénéficient de subventions fédérales ou qui requièrent l'achat par le gouvernement fédéral d'une propriété, soient soumis au Processus fédéral d'évaluation et d'examen en matière d'environnement ou à un processus provincial équivalent, afin de déterminer et d'atténuer les effets néfastes que leur réalisation pourrait avoir sur l'environnement et sur l'utilisation des terres.

4.5 Terres d'importance historique, récréative, esthétique et écologique

Le gouvernement fédéral identifiera et, au besoin, protégera, par désignation ou acquisition, les terres qui revêtent pour le pays une valeur particulière en raison de leur importance historique, culturelle, récréative, esthétique ou écologique.

Le ministère des Affaires indiennes et du Nord et le ministère de l'Environnement sont responsables de la mise en oeuvre des programmes relatifs à ces terres.

Grâce à la *Loi sur les parcs nationaux*, le gouvernement peut faire l'acquisition et assurer la protection d'échantillons représentatifs d'écosystèmes et de paysages terrestres et marins.

En vertu de la *Loi sur les lieux et monuments historiques*, le gouvernement fédéral protège et, s'il y a lieu, acquiert des sites qui ont une valeur historique et culturelle pour le pays.

La *Loi sur les terres territoriales* permet de mettre en réserve des terres situées dans les Territoires qui ont une importance particulière, comme les réserves fauniques et les forêts nationales. Dans le cadre du programme relatif aux accords sur la récréation et la conservation, les gouvernements fédéral et provinciaux et les administrations territoriales s'entendent pour

Under the *Canadian Wildlife Act* and *Migratory Birds Convention Act*, wildlife areas and sanctuaries are designated and acquired.

4.6 Surveys and Research

The federal government will provide a coordinated program of surveys and socio-economic, scientific and technical research on land capability, characteristics, tenure and use.

Surveys and research in the fields of:
- geological surveys
- topographic mapping
- soils
- ecological mapping
- social, economic and environmental aspects of land use
- identification of critical lands
- land-use monitoring
- forest inventories
- water surveys
- collection of socio-economic data relating to land use

are key elements in the formulation of sound land-management strategies by all who influence the use of land.

4.7 Land Information

The federal government will provide information to the public on the land resource and its use as a primary means of achieving wise management of this resource.

Current and accurate information should be central to decisions made by land owners. The federal government will ensure that its departments and agencies coordinate their activities so that the required information is provided in the most effective and efficient manner.

4.8 Hazard Lands

The federal government will discourage inappropriate use of hazard-prone lands such as those subject to floods, erosion, slumping, avalanches, seismic activity and other man-made or natural hazards.

Present programs within the Department of the Environment and other departments identify and designate potential risk areas. These include programs to discourage new investment in flood risk areas under the

désigner et protéger les terres qui sont jugées importantes pour les loisirs. La *Loi sur la faune du Canada* et la *Loi sur la Convention concernant les oiseaux migrateurs* permettent de désigner et d'acquérir des réserves fauniques.

4.6 Études et recherches

Le gouvernement fédéral créera un programme coordonné d'études et de recherches d'ordre socio-économique, scientifique et technique sur le régime foncier et sur le potentiel, les caractéristiques et l'utilisation des terres.

Des études et des recherches portant sur:
- les levés géologiques
- la cartographie topographique
- les sols
- la cartographie écologique
- les aspects sociaux, économiques et environnementaux de l'utilisation des terres
- le relevé des terres menacées
- le contrôle de l'utilisation des terres
- les inventaires forestiers
- les études hydrographiques
- la collecte de données socio-économiques sur l'utilisation des terres

sont des éléments clés dans l'élaboration de bonnes stratégies en matière de gestion des terres pour tous ceux qui exercent une influence sur l'utilisation des terres.

4.7 Information sur les terres

Le gouvernement fédéral informera le public sur les ressources foncières et sur leur utilisation. Ce sera là le premier pas pour parvenir à une gestion rationnelle de ces ressources.

Les propriétaires fonciers doivent prendre leurs décisions en s'appuyant sur des renseignements précis et à jour. Le gouvernement veillera à ce que les ministères et organismes fédéraux coordonnent leurs activités de façon à fournir les renseignements nécessaires le plus efficacement possible.

4.8 Terres à risques élevés

Le gouvernement fédéral découragera l'utilisation des terres sujettes à des risques d'inondation, d'érosion, de glissements de terrain, d'avalanches, d'activités sismiques ou à d'autres dangers naturels ou causés par l'homme.

À l'heure actuelle, des programmes relevant du ministère de l'Environnement et d'autres ministères portent sur le relevé et la désignation des régions exposées à des désastres. Par exemple, il existe des programmes federal-provincial Flood Damage Reduction Program, and regulations under the *Aeronautics Act* to regulate the use of land surrounding airports.

4.9 Land Claims

The federal government will honour its obligations to native peoples with respect to the settlement of land claims and in satisfaction of outstanding treaty land entitlements. It will ensure that all lands made available in satisfaction of native land claim settlements are subject to appropriate environmental provisions.

4.10 Foreign Land Ownership

The federal government recognizes that foreign land ownership issues are most effectively managed by the provinces.

Parliament in 1973 delegated administrative authority to the provinces to control the ownership of land by foreigners.

4.11 Application of Land-Use Guidelines

The federal government will apply the following land-use guidelines to federal policies, programs and activities which may affect land and to the management of its land holdings.

qui visent à décourager tout nouvel investissement dans les régions exposées aux inondations dans le cadre du Programme fédéral-provincial sur la réduction des dommages causés par les inondations. Il y a aussi les règlements d'application de la *Loi sur l'aéronautique* qui régissent l'utilisation des terres qui entourent les aéroports.

4.9 Revendications territoriales

Le gouvernement fédéral respectera ses obligations envers les autochtones quant au règlement de leurs revendications territoriales et au respect de leurs droits en instance sur des terres qui leur ont été accordées par traités. Il verra à ce que toutes les terres mises à la disposition des autochtones suite au règlement de leurs revendications foncières soient soumises aux dispositions appropriées de protection de l'environnement.

4.10 Propriétaires étrangers

Le gouvernement fédéral reconnaît que les provinces peuvent régler avec plus d'efficacité les problèmes créés par l'achat de terres par des étrangers.

En 1973, le Parlement déléguait aux provinces le pouvoir administratif de contrôler l'achat de terres par des étrangers.

4.11 Application des lignes directrices sur l'utilisation des terres

Le gouvernement fédéral appliquera les lignes directrices suivantes dans ses politiques, programmes et activités qui peuvent influer sur les terres, ainsi que dans la gestion de ses propres possessions foncières.

5. Land-Use Guidelines

These guidelines reflect concern for the nation's land resource and will be used to guide federal policies and programs. Where possible, all government departments and agencies will apply these guidelines in the implementation of their policies, programs and activities. The guidelines will be reviewed periodically and may be revised in the light of changing socio-economic and environmental conditions.

5.1 Urban Land

The impact of policies and programs on urban land will be considered. Appropriate action will be taken to support urban land use which leads to economically efficient urban areas, and a high quality physical and social environment for urban residents.

5.2 Agricultural Land

The impact of policies and programs on land with high agricultural capacity will be considered. Appropriate action will be taken to minimize the conversion of such lands to uses incompatible with long-term food production.

5.3 Forest Land

The impact of policies and programs on land with high forestry capacity will be considered. Appropriate action will be taken to ensure the maintenance of such lands for sustained fibre production.

5.4 Non-Renewable Resource Land

The impact of policies and programs on the use and development of lands with potential for production of non-renewable resources such as minerals, hydrocarbons and aggregates will be considered. Appropriate action will be taken to ensure access and, where required, rehabilitation.

5.5 Land for Transportation and Communication

The impact of policies and programs on land required for transportation and communication services will be considered. Appropriate action will be taken to help ensure that it will be available for future requirements.

5. Lignes directrices sur l'utilisation des terres

Ces lignes directrices reflètent les préoccupations du gouvernement pour les ressources foncières du pays et elles serviront à déterminer l'orientation des politiques et des programmes fédéraux. Dans la mesure du possible, tous les ministères et organismes gouvernementaux appliqueront ces lignes directrices dans la mise en oeuvre de leurs politiques, programmes et activités. Ces lignes directrices seront périodiquement examinées et pourront être modifiées à la lumière des nouvelles conditions socio-économiques et environnementales.

5.1 Terres urbaines

On étudiera l'effet des politiques et des programmes sur les terres urbaines. On prendra des mesures pour encourager une utilisation des terres urbaines qui favorise la formation de zones urbaines économiquement viables et procure aux résidants un milieu physique et social de haute qualité.

5.2 Terres agricoles

On étudiera l'effet des politiques et des programmes sur les terres à potentiel agricole élevé. On prendra des mesures pour réduire au minimum l'affectation de ces terres à des fins incompatibles avec une production alimentaire à long terme.

5.3 Terres forestières

On étudiera l'effet des politiques et des programmes sur les terres à grand potentiel forestier. On prendra des mesures pour veiller à ce que ces terres continuent à servir à la production soutenue de matière ligneuse.

5.4 Ressources non renouvelables des terres

On étudiera l'effet des politiques et des programmes sur l'utilisation et la mise en valeur des terres qui ont un potentiel pour la production de ressources non renouvelables comme les minéraux, les hydrocarbures et les agrégats. On prendra des mesures pour en assurer l'accès et, si nécessaire, la remise en état.

5.5 Les terres, moyens de transport et de communication

On étudiera l'effet des politiques et des programmes sur les terres nécessaires aux services de transport et de communication. On prendra des mesures pour en assurer la disponibilité en cas de besoin.

5.6 Land for Water Conservation

The impact of policies and programs on watersheds, aquifers, recharge and storage areas, and other lands critical to the quality and quantity of the nation's water supply will be considered. Appropriate action will be taken to ensure their protection.

5.7 Heritage Land

The impact of policies and programs on lands which are of particular value because of historical, cultural, recreational, aesthetic or ecological importance will be considered and appropriate action will be taken to preserve or enhance their value as a national heritage.

5.8 Habitats

The impact of policies and programs on fragile and critical habitats will be considered and appropriate action will be taken to prevent unnecessary damage to such lands.

5.9 Hazard Land

Federal policies and programs will not contribute to inappropriate use of hazard lands or inappropriate siting of hazardous processes.

5.10 Local, Regional and Provincial Concerns

Local, regional and provincial concerns, plans and zoning will be considered, and appropriate action will be taken to ensure that the federal influence on land and local environments has a positive impact.

5.6 Les terres et la conservation de l'eau

On étudiera l'effet des politiques et des programmes sur les bassins hydrographiques, les formations aquifères, les zones de recharge et de stockage et d'autres terres importantes pour la qualité et la quantité des réserves d'eau du pays. On prendra des mesures pour en assurer la protection.

5.7 Patrimoine foncier

On étudiera l'effet des politiques et des programmes sur les terres qui ont une importance particulière du point de vue historique, culturel, récréatif, esthétique ou écologique et l'on prendra des mesures appropriées pour les protéger ou les mettre en valeur à titre de patrimoine national.

5.8 Habitats

On étudiera l'effet des politiques et des programmes sur les habitats fragiles et menacés et l'on prendra des mesures pour que ces terres ne subissent pas de dommages inutiles.

5.9 Terres à risques élevés

Les politiques et programmes fédéraux ne favoriseront pas l'utilisation des terres exposées à des désastres ni l'établissement d'installations dangereuses en des endroits contre-indiqués.

5.10 Préoccupations locales, régionales et provinciales

On tiendra compte des préoccupations, des plans et des règlements de zonage à l'échelle locale, régionale et provinciale, et l'on prendra les mesures appropriées pour s'assurer que l'influence fédérale sur les terres et les milieux locaux soit valable.

#015

R. R. 1
Richmond, Ontario
KOA 2Z0

August 19, 1987

Mr. Chris Bradshaw
Region of Ottawa Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Sir:

re: Incorrect zoning of Lot 15 west half, Concession 4, Goulbourn Township

We request that the zoning of Lot 15, west half, Concession 4 in Goulbourn Township be rezoned as completely marginal resource land.

Currently the north part of Lot 15 is zoned Agricultural Resource while the south part is zoned Marginal Resource. We believe that the present zoning as Agricultural Resource is incorrect because this portion of the lot is in reality a managed forest. This was confirmed by Mr. R. D. McKay, Planning Director, Goulbourn Township.

We therefore request that the subject lot be rezoned to be completely Marginal Resource Land. Please inform me of your decision.

Sincerely yours,

Algirdas Povilonis
(property owner)

37 Chris. #016

Ministry of Natural Resources
Ministère des Richesses naturelles
Ontario

10 Findlay Avenue
Carleton Place, Ontario
K7C 3Z6

(613) 257-5735

August 20, 1987

Our File: 30.16

Ministry of Municipal Affairs
Plans Administration Branch
North and East
777 Bay Street
Toronto, Ontario
M5G 2E5

Attention Mr. S. Carty, Planner

Dear Sir:

SUBJECT: Draft Regional Municipality of Ottawa-Carleton Official Plan

In response to your letter of August 6th we are presently preparing our review of the Regional Municipality of Ottawa-Carleton's draft official plan but may not be able to submit our formal response until mid-September rather than the September 4, 1987 date requested.

Preliminary comments were provided earlier (March, 1986) to the Regional Municipality however, and a copy is attached for your reference.

If any questions arise please contact Robin Rogers of our office.

Yours sincerely,

J. D. Murray

J.D. Murray
Acting District Manager
Carleton Place District

RR/sl

Attachment

c.c. Regional Municipality of Ottawa-Carleton, Planning
Mr. N. Tunnacliffe

#017
830-2

CANTERBURY COMMUNITY ASSOCIATION
2185 Arch Street / Ottawa, Ontario K1G 2H5

August 27, 1987

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10:20
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CLERK'S DEPARTMENT
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Planning Committee Coordinator
Regional Municipality of Ottawa-Carleton
14th Floor, 222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Sir:

The Canterbury Community Association (CCA) is pleased to submit a Brief concerning the Draft Official Plan of the Regional Municipality of Ottawa-Carleton. The CCA appreciates the opportunity to review and comment on the findings and policy statements.

The Association supports the overall thrust of the Draft Official Plan, including the Regional Development Strategy in particular. But the CCA has concerns regarding several policy statements involving the greenbelt, assisted housing, housing intensification and special needs housing. Implementation of the "major bicycle corridors" designation and the development of recreational pathways in the Alta Vista East and Alta Vista West corridors is encouraged. The Association strongly believes that if/when the Alta Vista Parkway is developed as a tier 2 priority, this development must be in the form a true parkway complete with a linear park along the corridor.

The Brief has been prepared by the Civic Affairs Committee of the Canterbury Community Association. We would like to be kept informed of further developments concerning the Official Plan review and would be happy to meet further with planning staff or with members of the Regional Planning Committee to discuss the contents of our Brief.

Yours sincerely,

CANTERBURY COMMUNITY ASSOCIATION

Wayne Bond

Wayne K. Bond
Chairman, Civic Affairs Committee

c.c. Alderman M. McSweeney, Canterbury Ward

CANTERBURY COMMUNITY ASSOCIATION

BRIEF CONCERNING THE DRAFT OFFICIAL PLAN
OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

AUGUST 1987

CANTERBURY COMMUNITY ASSOCIATION (CCA)

The CCA represents the interests of citizens in southeast Ottawa. With over 2,000 paid family members (approximately 6,000 individual members) the CCA, through its Civic Affairs Committee, deals with community and regional planning issues of general concern to the membership.

INTRODUCTION

The Canterbury Community Association appreciated the specific responses provided by regional planning staff to each point in our brief of April 1986. The CCA was satisfied with many of the responses and also with the incorporation of a large number of our concerns into the Draft Official Plan. The Association was also pleased to be able to review the full range of public input and regional responses in the report entitled: "Summary of Briefs and Staff Response". Regional staff are to be congratulated for compiling such a comprehensive document.

There are many policies which the CCA can support in the Draft Official Plan, including the Regional Development Strategy, Central Area Development, Community Planning, Regional Scale Facilities and Waste Recycling. Nevertheless, the Canterbury Community Association has significant concerns regarding proposed regional planning policies pertaining to Transportation, Major Bicycle Corridors, the Greenbelt, Assisted Housing, Housing Intensification and Special Needs Housing. Our specific concerns about these policies are discussed in turn.

1. REGIONAL DEVELOPMENT STRATEGY (PART 2)

The CCA supports the Regional Development Strategy (Part 2) in the RMOC Draft Official Plan, including policies reflecting the number and location of urban areas and the staging of urban areas. The RMOC has made a solid case for the stage 1 development of the Nepean portion of the South Urban Community outward from Barrhaven because of (1) the surplus road capacity in this area and (2) the lower cost of extending sewer and water services. Given the greater expense for road construction and installation of trunk sewer services development of the South Urban Community in Leitrim or south of the Ottawa Airport should be deferred until stage 2 as the Draft Official Plan recommends.

2. TRANSPORTATION: ALTA VISTA PARKWAY (PART 11)

The CCA generally concurs with RMOC priorization for the development of Regional Roads (Section 11.2). In particular, the assignment of a tier 2 priority to the construction of the Alta Vista Parkway in 10-15 years or more, as demand might warrant, is supported.

Any transportation construction in the Alta Vista East Corridor without recreation development and landscaping to create a linear park is totally unacceptable to the CCA. This corridor through which the Parkway is proposed has long been used by residents of the community for recreational pursuits since it is the only parcel of land available as high-order community/regional open space in southeast Ottawa. Any parkway development should be replete with bicycle paths, walking/fitness trails, trees, berms and adequate landscaping. In addition, existing recreational facilities such as the ball diamonds at Lynda Lane, the tennis courts, and a portion of the garden plots are essential community resources and must be maintained. In summary, if/when the Alta Vista Parkway is constructed under a tier 2 priority, it should be designed truly as parkway like the Ottawa River Parkway. (Indeed, it was noted that the RMOC stated in its reply to the southeast Ottawa Community Association (Brief 41) that development of this corridor should be compared to the Ottawa River Parkway.

The CCA strongly believes that major truck traffic should not be permitted on a future Alta Vista Parkway. Other parkways such as the Ottawa River Parkway, for example, prohibit heavy truck traffic. Given that the Alta Vista East Corridor is bordered by residential areas over much of its length, it would also be advisable to ban heavy trucks from a future Alta Vista Parkway.

The CCA supports the development of an integrated regional transportation system composed of complementary transit and road systems.

3. MAJOR BICYCLE CORRIDORS (SECTION 11.5)

The CCA strongly recommends that the Region approach the National Capital Commission (NCC) regarding the construction of a bicycle path system as soon as possible in the Alta Vista East and Alta Vista West corridors. Residents of southeast Ottawa have long been denied easy access to the regionwide system of bicycle paths due to the lack of a connecting pathway from our community to the pathway along the Rideau River. Comparatively, these proposed pathways would take little space, and would be relatively inexpensive to build, but would be used by a large number of cyclists, walkers and joggers both for commuting and recreational purposes. The NCC has designated lands in the Alta Vista East and Alta Vista West corridors for recreational pathways and has completed a detailed design for the pathway in the Alta Vista West corridor. A shared cost venture between the RMOC and NCC should be possible for this project.

The Association supports the designation of major bicycle corridors as a linear open space system in the Draft Official Plan (Schedule F) and is pleased to see that pathways in both the Alta Vista East and Alta Vista West corridors are included, with connections to the regionwide system along the Rideau River.

4. TRANSITWAY, COMMUNITY PLANNING

The CCA supports the development of the transitway as depicted on Schedule E. The Association was pleased that the RMOC confirmed in its reply to Brief 130 that the southeast transitway will be developed by the early 1990s along the CN route approved by the provincial cabinet in 1981. The CCA also continues to support policies favouring increased development near transitway stations (Section 3.4.3 (7)) and the grouping of community facilities (Section 3.4.3 (3)).

5. THE GREENBELT (SECTION 3.5)

The CCA recommends that the Region list a range of compatible uses that it would consider for development in the greenbelt or greenbelt reserve. Such uses should be primarily of an open air recreation and leisure nature, but could involve a selected number of restaurants or services that support leisure activities, particularly on sites along the Ottawa River. Where appropriate, the Region should encourage selected development of such uses during consultations with the NCC.

The Association supports the designation of greenbelt lands and the Greenbelt Reserve in the Regional Official Plan as a means of structuring the urban areas into distinct communities.

6. ASSISTED HOUSING (SECTIONS 6.2.1 AND 6.2.3)

In principle, the CCA supports a strong regional role in housing policy, particularly in the establishment of targets for assisted housing, but regional planning policies regarding assisted housing must be strengthened. The City of Ottawa should not be providing 91% of the assisted housing stock in the RMOC as is currently the case - a grossly disproportionate share.[1]

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[1] City of Ottawa, Official Plan Review: Discussion Paper 2.3: Residential, p.30.

This current practice of focussing virtually all assisted housing in the RMOC within the City of Ottawa must stop. The CCA recommends that each area municipality in the RMOC should provide its fair share of assisted housing stock in accordance with its population size and demographic profile. This recommendation should be implemented through the establishment of higher assisted housing targets for the outlying area municipalities and proportionally lower targets for the City of Ottawa in the Regional Housing Statement until such time as an appropriate balance is achieved among the area municipalities in the provision of assisted housing. Compliance can be effected through RMOC review of the local municipal housing statements, pursuant to sections 6.2.1 (4) and 6.2.3 (8) in the RMOC Draft Official Plan.

7. HOUSING INTENSIFICATION (SECTION 6.2.3)

The CCA does not feel that its concerns expressed in the April 1986 brief regarding housing intensification policies were adequately addressed in either the Draft Regional Plan or the staff response to the CCA brief. The Association's concerns are as follows:

a) If not stringently controlled, some forms of housing intensification, such as rooming houses, conversions, etc., will have adverse consequences for some neighbourhoods. A fully utilized housing stock is a desirable goal. But, to some degree, underutilized housing is a temporary situation as the residents of a neighbourhood age, and is remedied as the population of the neighbourhood turns over and young families move in. This neighbourhood transition process from older to younger families can, in part, be thwarted by housing intensification efforts which provide inappropriate accommodation, i.e., rooming houses, for families; extra apartments or flats in a single family household.

b) A sense of balance or perspective must be maintained in the revisions of land use planning measures to achieve housing intensification goals. Most land use regulations and restrictions have been developed to satisfy a variety of legitimate community goals concerning environmental, social, aesthetic, physical engineering and economic factors and needs. And these other planning goals must not be brushed aside in favour of housing intensification efforts.

The draft policy statement 7d in section 6.2.3 which states, "Council expects area municipalities to investigate periodically how to reduce the cost of housing through ... increased use or intensification of the existing housing stock ..." contains no safeguards whatsoever with respect to the impact on the character of the existing neighbourhoods, or the satisfaction of other legitimate community planning goals.

8. SPECIAL NEEDS HOUSING: GROUP HOMES (SECTION 6.2.6)

The CCA supports draft policy statement 12 in section 6.2.6, whereby area municipalities will have to permit group homes in all residential areas. In order to ensure fairness and consistency among area municipalities on this issue, the Association recommends that the RMOC specify size and spacing requirements for group homes (at both urban and rural densities) which area municipalities would be required to follow.

The CCA believes that the size of group homes should be compatible with the nature of surrounding uses. Institutional-size group homes of 10-20 units should not be permitted, for example, in single-family residential areas.

A key concern of the CCA which is not addressed in the Draft Official Plan is the nature of group homes. While some types of group homes fit well into residential neighbourhoods, (e.g. handicapped, trainable retarded), others such as halfway houses and in particular homes for incorrigable youth (socially and emotionally maladaptive and disturbed adolescents) have proven incompatible with residential neighbourhoods. We would encourage the development of different siting criteria for these different types of group homes, taking into account the quite different type of impact that each may have on the surrounding community. To facilitate consistency among area municipalities, this policy should be incorporated into the Regional Official Plan or Regional Housing Statement.

SUMMARY

The Canterbury Community Association supports the general thrust and many of the policies contained in the RMOC Draft Official Plan. Notwithstanding this support, the CCA has highlighted a number of policies and concerns in this brief, including:

- Support for the Regional Development Strategy, particularly stage 1 development of the Nepean portion of the South Urban Community from Barrhaven.

- Concurrence with the assignment of a tier 2 priority to the proposed Alta Vista Parkway. Development of the Parkway only as a true parkway with linear recreational development and no heavy truck traffic.

- Joint RMOC-NCC development of bicycle paths in the Alta Vista East and Alta Vista West corridors as soon as possible. Support for designation of these areas as major bicycle corridors.

- Support for development of the southeast transitway along the approved and designated route.

- Suggestion that the RMOC list compatible recreation and leisure uses to be considered for development in the greenbelt. Support for designation of the greenbelt.

- The disproportionate burden to the City of Ottawa in providing assisted housing in the RMOC must be remedied through revisions and subsequent enforcement of the Regional Housing Statement.

- Policies regarding housing intensification should include safeguards to the character of the existing neighbourhood and other legitimate community planning goals.

- The size and spacing requirements for group homes should be specified in the RMOC Draft Official Plan. The different types of group homes should also be recognized.

The Canterbury Community Association appreciates the opportunity to review and comment on the RMOC Draft Official Plan.

BRIEF PREPARED BY THE
CANTERBURY COMMUNITY ASSOCIATION
CIVIC AFFAIRS COMMITTEE

COMMITTEE MEMBERS

Mr. Wayne Bond, Chairman (526-1715)
Dr. Edward W. Manning (521-0594)
Mr. Moe Duschesne
Mr. Bernard Eberley
Mr. James Kinash
Mr. Charles Pepperdyne
Mr. Gary Sirois
Ms. Lorna Kibbee (ex officio)

#018

Citizens For Safe Cycling
190 Somerset St. W., Suite 202
Ottawa, Ontario
K2P 0J4
Tel: 233-7946

August 31, 1987

Regional Municipality of Ottawa-Carleton
Planning Committee Coordinator
14th Floor, 222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Sir,

DRAFT REGIONAL OFFICIAL PLAN

Citizens For Safe Cycling is pleased to have been given the opportunity to review the draft regional official plan. The attached document details our view of the contents of the plan and, where appropriate, proposes amendments to clarify or amplify the discussions and objectives of the plan.

Please contact the undersigned should you have any queries regarding our comments.

Yours truly

Sid Board (Facilities Chairman)

Prepared by Peter James

1

DRAFT REGIONAL OFFICIAL PLAN - COMMENTS BY CITIZENS FOR SAFE CYCLING

It is the view of Citizens For Safe Cycling (CFSC) that cycling is a mode of transportation whose use should be encouraged for all classes of travel trips; commuting, shopping, visiting community facilities and undertaking recreation activity. Such encouragement can best be provided by treating cycling as an integral part of the transportation system.

CFSC is therefore disappointed to see no specific mention of cycling in several sections of the Draft Official Plan where other specific modes are discussed and then presented as objectives of the Plan.

CFSC notes the general use of the word "bicycle" in the Plan. CFSC wishes to ensure that the use of cycles with other than two wheels (e.g. tricycles used by handicapped citizens, and others) is recognized by the Plan. CFSC therefore proposes that:

> The words "bicycle", "bicycling", etc. be replaced with the words "cycle", "cycling", etc. throughout the Plan.

CFSC has the following comments in respect of these specific elements of the Draft Official Plan:

PART 2: REGIONAL DEVELOPMENT STRATEGY

Subsection 2.1.7: Transportation Strategy

Because there is no mention of cycling as a mode of transportation, one is left with the impression that the road system referred to in Objective 12 is provided solely for motorized vehicles. CFSC proposes that the following sentences be added:

1. To the seventh paragraph of the discussion:

   Cycling also provides an efficient and economical method of transportation for those who choose not to use a motor vehicle and for those who are not in a position to use a motor vehicle.

2. To the twelfth paragraph of the discussion:

   The regional road system will also be improved at every opportunity to meet recognized standards for use by cyclists.

.../2

PART 3: THE URBAN AREA

Section 3.1: Employment Areas

Other than the part-sentence "employees who choose to walk or bicycle to work" in the fifth paragraph of article 3.1.3.1 there is no mention of cycling as a method of commuting to and from the place of employment.

CFSC considers that cycling should be encouraged as a method of commuting by the addition of the following Objective to subsection 3.1.2 (placed between existing Objectives 6 and 7):

> To provide a safe and convenient network for cycle travel, incorporating the regional road system, improved to recognized standards for cycle use, together with major routes reserved for cyclists (shown on Schedule F).

Section 3.4: General Urban Areas

CFSC is generally in agreement with the discussions and objectives regarding transportation presented in Section 3.4. CFSC considers that these discussions and objectives are also applicable to Sections 3.1, 3.2 and 3.3, and suggests that the document should be rearranged so that Section 3.4 (General Urban Areas) precedes Sections 3.1, 3.2 and 3.3 (Employment, Shopping and Community Facilities).

CFSC also wishes to emphasize the need not only for major cycle corridors, but also for the regional road network to be suitable for safe use by cyclists. CFSC proposes these amendments:

1. Add the following to the third paragraph of subsection 3.4.2:

   Cycling, in particular, offers an economical and efficient self-contained method of transportation.

2. Replace the last sentence of the second paragraph of subsection 3.4.3 with:

   Attention is drawn to the need to provide a safe and convenient network for cycle travel. This network should comprise the regional road system, improved to recognized standards for cycle use, together with major routes reserved for cyclists.

3. Replace Objective 2 in subsection 3.4.3 with:

   A safe and convenient network for cycle travel shall be provided, incorporating the regional road system, improved to recognized standards for cycle use, together with major routes reserved for cyclists (shown on Schedule F).

.../3

PART 8: RIVER CORRIDORS

CFSC is generally in support of the recreational uses described for the River Corridors. CFSC wishes to point out that the roads along the river corridors are for use by all modes of transportation, and therefore proposes that:

> The word "drivers" in the fifth line of section 8.4 be changed to "road-users".

PART 11: TRANSPORTATION

CFSC notes that much of the statement proposed in Brief 51 has been incorporated into Objective 22 in Section 11.5. CFSC is disappointed, however, to see that cycling has not been included as an integral part of the transportation discussion, and hence is missing from Section 11.1: Transportation System Objectives.

Section 11.1: Transportation System Objectives

To rectify this serious omission, CFSC proposes these amendments:

1. Add the following between the existing fifth and sixth paragraphs of the discussion:

   The use of cycles should be encouraged because cycling provides a mode of transportation that is both efficient and economical for those who choose not to use a motor vehicle and for those who are not in a position to use a motor vehicle.

2. Add the following Objective:

   To encourage the use of cycles by the provision of a safe and convenient cycle travel network, incorporating both improved regional roads and major cycle routes (shown on Schedule F).

Section 11.2: Road Policies

CFSC notes that the rights-of-way do not usually provide sufficient space to accomodate cycle paths. CFSC considers that the defined rights-of-way should be adequate to provide, as a minimum, wider curb lanes for cyclists. CFSC proposes that a procedure be implemented, outside the Plan if necessary, to review the defined rights-of-way to ensure that, as a minimum, sufficient width is available for wider curb lanes.

CFSC proposes that the following be added to the end of Objective 3:

> .... including cyclists.

.../4

Section 11.4: Transit Policies

CFSC is concerned that the implementation of reserved transit lanes on regional roads may cause a reduction in the level of safety afforded to other road users, in particular to cyclists.

CFSC proposes these amendments:

1. Add the following to the second paragraph of subsection 11.4.1:

   .... at those locations where the safety of other road users, particularly cyclists, will not be diminished.

2. Replace Objective 13 with:

   Council shall provide, where appropriate and where the safety of other road users, particularly cyclists, will not be diminished, preferential treatment for transit vehicles on regional roads.

Section 11.5: Bicycling And Pedestrian Policy

CFSC has already expressed disappointment that cycling has, on the whole, not been considered as an integral element of the transportation strategy. CFSC is further disappointed to see cycling and walking included in the same Section. CFSC wishes to ensure that the authors and users of the Plan understand that cycles are road-using vehicles, in contrast to pedestrians, who use the sidewalks.

CFSC therefore strongly recommends that the pedestrian policy be separated from the cycling policy in the Plan.

CFSC proposes these amendments:

1. Replace the second sentence of Objective 22 with:

   Regional roads shall be improved to recognized standards for cycle users at every opportunity.

2. Replace the last sentence of Objective 22 with:

   Where bus lanes are implemented, the safety of cyclists shall not be diminished. Council will not, in general, support the use of cycles in bus lanes on regional roads.

#019

207 Patterson Avenue
Ottawa, Ontario
K1S 1Y4

August 31, 1987

SEP 3 1987
10
PLANNING DEPARTMENT

Mr. John Wright
Commissioner of Planning
Regional Municipality
of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Wright:

DRAFT OFFICIAL PLAN
R.M.O.C. & VISUAL MATTERS

I have reviewed, with great interest, the Draft Official Plan of the Regional Municipality of Ottawa-Carleton and supporting documents.

The monumental task of balancing Regional interests with those of area Municipalities, development Corporations and private citizens, either singularly or as groups, has doubtless been a rewarding but probably exhausting task. Much remains to be done, there will be rejections, a considerable amount of time spent in discussion aimed at the resolution of conflicts as well as Ontario Municipal Board hearings. I wish you luck.

It is thus with some trepidation that I respectfully proffer a comment on one aspect of the plan (Part 9) that, in my view, needs strengthening.

Man has congregated in urban places for some ten thousand years for a variety of reasons and the centres remaining to which people are attracted are those that are beautiful in one way or another.

The Nations' Capital is located in a superb setting and much has been done to enhance the urban, as well as the rural landscape, particularly by the National Capital Commission. That body has formulated a Plan for "Canada's Capital" and will doubtless continue to ensure that the visual aspects of its' works will be of a very high order. This particularly applies to the design of its roadways including street furniture.

It seems to me that the Region should be much more concerned with the visual impact of its' works and be very positive in the statements in its' Official Plan. It should not just "recognize" (9.2.1) but state that it will ensure a high quality, etc. It should not just "protect where feasible" (9.2.2) but protect and enhance. It should not just "consider" but enhance. It should not just look at scenic routes (9.2.4) but all roads.

The Region has approval powers on Subdivisions and can exercise a considerable influence on the aesthetics of development. There should therfore be one or more statements in the Plan about urban design, including landscaping, signs, the relationship of buildings to streets, parking lots, etc., in respect of municipal undertakings and private development.

I recognize that any statements respecting these matters will have to be very carefully crafted to ensure that the Region does not exceed its powers and overstep the bounds of political acceptability, but it seems to me that it is worth a try.

Doubtless the matter of financing will be raised as a major impediment to good design. There are indeed times when the best is beyond the capacity of some. However, I am not convinced that cost would be significantly greater if the visual aspects of design were considered in the planning of every project.

The citizens of the Nations' Capital have come to expect a very high standard from the N.C.C. Should they not expect excellence from the Region, its constituent municipalities and the private sector? I hope that your Council will determine that they should and will include an expanded and stronger Part in the Official Plan respecting this important matter.

Yours sincerely,

M.J. Bacon, B. Arch., M.C.D., F.R.T.P.I., M.C.I.P., F.R.S.A.

mjb/cfc

#020

Tartan

September 2, 1987

Regional Municipality of Ottawa-Carleton
Planning Department
222 Queen Street
8th Floor
OTTAWA, Ontario

Attention: Mr. John Wright

Dear Sirs:

Re: Regional Official Plan Review
Proposed Growth Areas

The Tartan Development Corporation has an interest in lands in the Barrhaven Area which are generally located in Lot 16 Concession "2" R.F. and Lots 15 and 16 Concession "1" R.F. containing approximately 189 acres.

We have developed much of our lands in Neighbourhood 5 and recent sales have indicated a great demand for homes in the Barrhaven Area. We have four phases to our 260 acre holding in neighbourhood 5 and all Lots and Blocks in three of those phases are sold to various builders who in turn have started or completed some 500 housing units in the past 18 months.

Accordingly, we support the Region in designation of lands for Stage I development in the Nepean portion of the South Urban Community. In addition, we would hope that these lands be approved for immediate development to provide land for development by 1989.

We trust you will forward our comments to the Planning Committee and that we will have the opportunity to present our views to the Committee.

Yours very truly,

TARTAN DEVELOPMENT CORPORATION

John P. O'Connor
President

c.c. Mr. Andrew Haydon
Mr. Chris Bradshaw
Mr. Dan Nixey
Mayor Ben Franklin
Mr. Bill Leathem

Tartan Group Inc., 3rd floor, 331 Cooper Street, Ottawa, Ontario, Canada K2P 0G5 (613) 232-7134

#021

2032 Prince Charles Road
Ottawa, Ontario
K2A 3L1

September 2, 1987

OTTAWA-CARLETON
RECEIVED
SEP 4 1987
CLERK'S DEPARTMENT

Chairman and Members
Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Chairman and Members:

Re: Official Plan Review, Phase II
Consultation Documentation
Summary of Brief 106 and Staff Response, and
Draft Official Plan
3.2.3 Policies for Shopping Facilities
3.2.3.1 Regional Shopping Centres

Policies 2 and 4 of Sec. 3.2.3.1 of the draft Official Plan would have the effect of taking any responsibility for the preparation of market studies completely out of the hands of the owners of regional shopping centres. This is a welcome change in policy because the question of the owner's objectivity always arises when the owner is made responsible for such studies. The City of Ottawa shared that concern.

In the summary of the staff response to my brief, it is stated that

> "traffic impact studies are not directly addressed in the draft Plan policies [but] there is a requirement that the adjacent road system can accommodate the anticipated traffic."

That requirement appears in clause (a) of Policy 2 of Sec. 3.2.3.1, but you should note that this policy is limited to

> "a proposed new site for a Regional Shopping Centre."

Consequently, under the draft policies, proposals to expand existing Regional Shopping Centres would not be subject to such a requirement, and would be evaluated by Council solely on the basis of a Region-wide retail study. Is this what staff intended, or is it an oversight on their part? Whichever it is, such a situation would be unsatisfactory to me and, I expect, to you.

For your information I have attached a copy of my original brief, which was in the form of a letter to the Chairman of the Regional Municipality of Ottawa-Carleton (Attachment 1), and a copy of the original staff response, which was in the form of a letter from the Chairman of the Region (Attachment 2). Nothing in the latter document or the summary of the staff response has persuaded me that what applies to owner-generated market studies does not also apply to owner-generated traffic studies. Therefore, I still cannot join the Transportation Department in expressing satisfaction with its present policy of making the owner responsible for a site-specific traffic impact study. As Mr. Alan D. Rackow has suggested in a recent letter to the Chairman of the R.M.O-C., (Attachment 3)

> "...expecting the developer's consultant to be totally disinterested in the way his conclusions and recommendations are written and presented to the client is naive."

Also, traffic consultants who deal with the Department on a regular basis may be familiar with the Department's requirements, but these requirements should be a matter of public record and included in every study report. And, contrary to the assertion in Mr. Haydon's letter (Attachment 2), the credibility of at least two studies performed by these consultants has been strongly challenged by community groups. Further, while it may be

> "common practice for consultants preparing traffic impact studies to use as a reference any studies which have been prepared previously in the area of a proposed development",

this should not be an option. The terms of reference should include a requirement that all pertinent traffic studies be reviewed in the study report and also a requirement that the findings of the new study be related to the conclusions of the earlier ones.

Councillors, this letter comes to you with the support of the Carlingwood Community Association (Executive meeting of 17 August, 1987). You have a unique opportunity to respond to the concerns expressed herein by recommending that policies reflecting those concerns be incorporated into the Official Plan. By grasping the opportunity, you will have made the Regional government more credible in the eyes of the ordinary taxpayer.

Yours very truly,

A.R. Gregory

Allan R. Gregory.

ATTACHMENTS : 3

- ATTACHMENT 1 -

2032 Prince Charles Road
OTTAWA, ON
K2A 3L1

May 15, 1986

OTTAWA-CARLETON
RECEIVED
10 cc
SEP 4 1987
8
CLERK'S DEPARTMENT

Mr. Andrew Haydon, Chairman
Regional Municipality of Ottawa-Carleton
222 Queen Street
OTTAWA, ON
K1P 5Z3

Re: Expansion of Shopping Centres and the Regional Official Plan Review, Stage 2

Dear Mr. Haydon:

I am writing to express my concerns about the process by which the Region examines the implications of proposals to expand Regional Shopping Centres.

At present, the region and/or the local municipality may request the owner of the shopping centre to prepare and submit a traffic impact study of the proposed expansion. By making the owner responsible for the study an immediate conflict of interest arises, which could jeopardize the study's objectivity and impartiality. Further, the owner often contracts the study out to a firm of consulting engineers. Since the consulting firm is dependent on the owner for the contract to do the work, it, too, is subject to an obvious conflict of interest. The many people who attended a marathon seven (7) hour hearing conducted by the City of Ottawa's Planning Committee on the proposed expansion of Carlingwood Shopping Centre on 6 May 1986 heard and saw, due in part to the probing questions of Planning Committee member, Alderman Jamie Fisher, that the credibility of a study carried out in these circumstances is compromised.

Furthermore, the terms of reference for traffic impact studies apparently do not require a review of other pertinent transportation studies that have been commissioned, performed or required by the Region and/or the municipality, and do not require the findings of traffic impact studies to be related to the findings and recommendations of the earlier studies. Omission of these requirements is a serious matter because it raises disturbing questions about the Region's own objectivity and/or that of the municipality. And, in my view, it seriously undermines the credibility of traffic impact studies such as the one carried out by DS-Lea Associates Ltd. for the proposed expansion of the Carlingwood Shopping Centre.

For these reasons, I hereby request the Region to give urgent consideration to:

I. Abandoning its current procedure for procuring traffic impact studies (i.e., the owners arranging for the studies); and

II. Instituting a new procedure for procuring traffic impact studies according to which the Region

(a) Contracts the work out directly to an independent consulting firm;

(b) Sets very clear terms of reference that

i) are published in the study report,

ii) include a requirement that all pertinent transportation studies be reviewed,

iii) include a requirement that the findings of the traffic impact study be related to the conclusions of the earlier studies;

and,

(c) Recovers the cost of the study from the owner.

I note also that, as part of Stage 2 of the Regional Official Plan Review, the Region is proposing policies that require justification of the expansion of community and regional shopping facilities by a market (retail) study. Again the onus is on the owner to prepare and submit the study, and again the question of the owner's objectivity arises. The same concern is expressed in the City of Ottawa's (Draft) Official Response to the Regional Official Plan Review, Stage 2 (p.23). This document also indicates (p.24) that the Region's proposed policies are unsatisfactory for another important reason and I quote:

> "One significant consideration relating to the expansion of a regional shopping facility relates to its impact on adjacent land use such as traffic, access, pedestrian circulation, noise and visual impact, etc. These impacts can be equally significant, or may even be more significant, from a local or neighbourhood perspective, than the impact of the proposed expansion on the retail base of the Region. This concern, which cannot be resolved through the requirement of market, must also be considered."

I endorse this position fully.

If policies reflecting the concerns expressed above had been in place at the beginning of the decade, much of the disappointment and dissatisfaction with City and Regional government that can be found today in the communities around the Carlingwood Shopping Centre could have been avoided.

I look forward to learning your thoughts on these matters at your earliest convenience.

Sincerely yours,

ARGregory

Allan R. Gregory, Ph.D.

cc J.M. Wright, Planning Commissioner, RMOC
Mayor and Council, City of Ottawa
R. Bailey, Commissioner of Community Development, City of Ottawa
Secretary, Ontario Municipal Board (File No. Z 860045)
R. Baetz, M.P.P. for Ottawa West
B. Grandmaître, Minister of Municipal Affairs and Housing, Province of Ontario
B. Wellar, President, Carlingwood Action Committee

- ATTACHMENT 2-

Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario K1P 5Z3

Office of the Chairman

Municipalité régionale d'Ottawa-Carleton
222, rue Queen
Ottawa, (Ontario) K1P 5Z3

Cabinet du Président

7 July, 1986

OTTAWA-CARLETON
RECEIVED
10:00
SEP 4 1987
CLERK'S DEPARTMENT

Dr. Allan R. Gregory, Ph.D
2032 Prince Charles Road
Ottawa, Ontario
K2A 3L1

Dear Dr. Gregory:

Re: Expansion of Shopping Centres and the Regional Official Plan Review Stage 2

Staff from the Planning and Transportation departments have now completed their review of your letter dated 15 May, 1986 and this reply has been prepared on that basis. It is my understanding that Mr. Nixey called you on 12 June to explain the delay in preparing this reponse.

You are concerned that our current procedures, whereby the Region relies on traffic and market studies prepared by shopping centre developers to assess the impact of development applications may create a conflict of interest. You use the traffic study prepared for the proposed expansion to the Carlingwood Shopping Centre as a recent example. To ensure objectivity, you have suggested an alternative procedure whereby the Region would commission studies from independent consulting firms and then recover the costs from the applicant.

First, with respect to retail studies, the policy in the existing regional official plan includes consideration of impact on surrounding land uses during the review of regional shopping centre proposals. (Omission of this consideration from the proposed policies in the official plan review discussion paper was inadvertent). A number of retail studies have been done for the Regional Municipality in the past and have been used to substitute for market studies commissioned by applicants, or to provide a context for evaluation of such studies. The most recent of these was completed in 1985 by Larry Smith and Associates Ltd. Such studies however, deal primarily with market potential in the Region as a whole.

It is assumed that proponents for new shopping centres or expansions to existing ones will continue to base their proposals on market analyses and it appears reasonable for Regional Council to request copies of these site specific studies, although Council's primary reference is to its own market studies updated at regular intervals. Nevertheless, the Planning department, will be giving the City of Ottawa's proposal regarding market studies, as referred to in your letter, serious consideration before finalizing draft official plan policies this fall.

In the specific instance of the Carlingwood expansion, the only planning approval required was site plan approval. Regional input to the site plan approval process is limited by the Planning Act to matters related to transportation. (Since the proposed addition is a minor one, it was not subject to the market study requirements of existing official plan policy).

With respect to traffic studies, when the Transportation department receives a development application (rezoning, site plan or subdivision) the department requests a traffic impact study to be carried out by the applicant as a condition of approval. The traffic impact study is carried out by the developer's consultant, who must be a professional engineer. The purpose of the study is to estimate the additional traffic generated and to assess its effects on the abutting regional roads. Remedial measures, if required, are normally included in the conclusion of the report. The report is then submitted to the Transportation department for review. Follow-up meetings are normally required to clarify any questions on the methodology used or the interpretation of data. The department will not approve a traffic report if the report is not prepared to its satisfaction.

Traffic studies which support a development application are site specific in nature. They look into the intersections immediately adjacent to a site and if the need arises, investigate the capacity of the connecting road links. Such studies are not meant to be area wide "neighbourhood studies" or transportation planning studies of a general area. However, if transportation studies have been prepared previously in the area of a proposed development, the consultant will use these studies as a reference. For example the earlier study referred to in your letter dealt with the effects of closing Fairlawn Avenue. It is my understanding that this study was reviewed by Mr. John Long of Ds-Lea Associates when preparing the Carlingwood Study.

There are five or six traffic consultants which the department deals with on a regular basis. They are all well established and staffed by competent professional engineers who are familiar with the department's requirements. The credibility of a study prepared by these consultants has never been questioned; all parties involved are professional engineers whose work is governed by a code of ethics.

The above-mentioned procedure has been used by the department for the past ten years with relatively effective results. (A recent example was the expansion of the Pinecrest Shopping Centre. The consultant for Campeau Corporation did the traffic study, the Transportation department approved the study with modifications, and over one million dollars of road works recommended by the study were built and paid for by Campeau Corporation).

The alternative approach you suggest, whereby the Region commissions traffic studies, could prove problematic. Because of constant changes in market forces, a development is often delayed or does not proceed past the site plan approval stage. The Transportation department, therefore, would have difficulty gauging the appropriate time to commission a traffic study. There would also be an added administrative burden placed on the Region in handling these commissions. In the event a development application is abandoned or the ownership of a property changes hands, the department may have difficulty recovering the costs of the study.

On balance, I am satisfied that there are practical procedures in place which can provide the Region's Planning and Transportation departments, and Regional Council, with a framework for objective evaluation of studies prepared by developers in support of applications for expansions to shopping centres. I do not think the situation would be significantly improved by an alternative arrangement whereby independent studies were commissioned directly by the Region, in fact this arrangement may prove to have its own set of problems.

I would like to thank you for taking the time to raise this issue, and as requested your letter will be included in the material which is presented to Council as a response on Stage 2 of the official plan review.

Yours truly,

Andy Haydon,
Chairman.

- ATTACHMENT 3 -

82

OTTAWA-CARLETON
RECEIVED
10 CC
SEP 4 1987
8
CLERK'S DEPARTMENT

1959 Neepawa Avenue
Ottawa, Ontario
K2A 3L4
August 25, 1987

Mr. Andrew Haydon, P. Eng.
Chairman
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Haydon:

I am writing with reference to the exchange of letters between yourself and Dr. A.R. Gregory of 2032 Prince Charles Road, dated May 15, 1986, and July 7, 1986, respectively, concerning the expansion of shopping centres and the Regional Official Plan Review. In particular, the letters dwelt on the process with respect to the current expansion of Carlingwood Shopping Centre.

Since that time, the Carlingwood Community Association has been formed, and Dr. Gregory and myself both currently serve on the Executive. I thus have been able to review these letters recently, and I am disturbed, as one P. Eng. to another, that our municipal governments are really expecting too much from our fellow engineers.

I quote from your letter - "The traffic impact study is carried out by the developer's consultant, who must be a professional engineer." [The underlining is mine.] I am sure you will agree that no P. Eng. will consciously put forward recommendations based on false data. But neither will he deliberately bite the hand that feeds him. I suggest that expecting the developer's consultant to be totally disinterested in the way his conclusions and recommendations are written and presented to the client is naive. The interests of the developer and of the residents hardly ever coincide, and the municipalities really have to have access to a different set of views in order to understand the whole spectrum of considerations in a major undertaking such as the Carlingwood Shopping Centre expansion.

So important do I consider this principle that I am copying this letter to the A.P.E.O. headquarters in Toronto, with the request that I receive a statement of policy on it. With your permission, and if the A.P.E.O. requests it, I should like to send them a copy of your letter to Dr. Gregory.

Yours very truly,

Alan D. Rackow, P.Eng.

Original Signed by
A. D. RACKOW

#022

Chairman and Members
Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, ON. K1P 5Z3

2 September, 1987

OTTAWA-CARLETON
RECEIVED
10:00
SEP 4 1987
8
CLERK'S DEPARTMENT

Re: The Draft Official Plan, Sections 3.1 and 3.2.

Dear Chairman and Members:

We question several proposed policies in the cited sections.

1) Policy 7, Section 3.1.3.2 and Policy 11, Section 3.1.3.3

Both policies state for the employment centres in question that:

"Notwithstanding the Region's inability to impose conditions on area municipality approval of site plans with regard to the location of buildings and parking facilities [our emphasis] and the provision of pedestrian circulation, the Region will advise area municipalities of its concerns when site plan applications ... are circulated."

The implication of this statement is that the Region can only act in an advisory capacity to an area municipality on the said matters. Is not the Region empowered under Subsection 40(8) of the Planning Act, 1983 to impose conditions for site plan approval directly on the owner of the land with regard to the provision and location of parking facilities (and other transportation matters) without reference to the area municipality? If so, then the proposed policies constitute an abdication of Regional responsibility in this regard under the Act, and we would therefore urge you to delete the reference to parking facilities from them.

Our concern about this matter arises from a specific instance described in two recent briefs to the Transportation and Works Policy Committee. Copies are attached for your information - see items ##1 and 7 in both briefs in particular.

The Region has a policy of providing "a safe and efficient access to the lands to be developed." Location of parking facilities strongly influences the motorist's choice of access. Therefore it seems obvious to us that the Act should give the Region the power to direct where these facilities are located and the timing of how they are constructed, to ensure that Regional roads are used by external traffic to access the site, and we believe it does.

2) Section 3.2.3.1

Carlingwood Shopping Centre is designated in Policy 1 as a Regional Shopping Centre because it now has in excess of 35,000 square metres of gross leasable area.

Policy 2 sets out the proposed criteria for new Regional Shopping Centres. They include requirements that the site be adjacent to a road system that can accommodate the anticipated traffic and adjacent to an existing or proposed transitway station. We regard these as desirable criteria and, since Carlingwood is not so situated, we consider this to be a powerful argument:

a) for freezing the development on this site for the foreseeable future, i.e., for eliminating the further expansion permitted under Policy 3; and

b) for altering Policy 4 such that Carlingwood is excluded from the reviews provided for under that Policy.

Yours sincerely,

A.R. Gregory
Allan R. Gregory
2032 Prince Charles Road
Ottawa K2A 3L1
(722-5570)

P.M. Laughton
Paul M. Laughton
928 Muskoka Avenue
Ottawa K2A 3H9
(722-9727)

ATTACHMENTS : 2

- ATTACHMENT 1 -

65

OTTAWA-CARLETON
RECEIVED
10:00
SEP 4 1987
CLERK'S DEPARTMENT

11 August, 1987

Chairman and Members
Transportation and Works Policy Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, ON. K1P 5Z3

Re: Agenda for 12 Aug 87, Item 1: "Carlingwood Shopping Centre (1141-C-1) - Transportation Department report [RG 86-17H] dated 31 Jul 87."

Dear Chairman and Members:

Lest the Committee draw erroneous inferences from the subject report, we should like to make a number of comments on the report for the official record.

1) Page 2, last sub-paragraph

> "The Regional Transportation Department forwards the City of Ottawa staff a list of conditions under which the Region can provide a safe and efficient access to the lands to be developed .."

If it is the Department's policy to provide "safe and efficient access" from the abutting Regional roads, which is a reasonable policy for a Regional shopping centre, then, in the case of Carlingwood Shopping Centre, it would seem to us that the Department has ignored its own policy. It has acquiesced in the construction of a 2-level parking structure in the northeast corner of the site along the entire length of a residential street and at the furthermost point from the abutting Regional roads.

Direct access to that parking structure from the abutting Regional roads is impossible. The choice is either to circle the site on the internal roads, neither safe nor efficient because of many vehicle/vehicle and vehicle/pedestrian conflicts, or to enter from City of Ottawa roads fronted by high-density high-rise apartment buildings and by single-family dwellings. The access afforded by the latter roads is not efficient for Regional shoppers and for mall employees who would prefer to arrive and leave by car on Regional roads, nor is it safe for the many hundreds of local residents, many of them elderly, who must cross the roads on foot.

2) Page 3, para. 6

> "When the Region was advised by the City of Ottawa's staff about their Council's decision, the Region entered into a separate agreement with the developer. This agreement incorporated only the Region's conditions accepted and approved by the City of Ottawa's Council."

Why is it so important that the Council of the City of Ottawa accepted and approved conditions determined by the Transportation Department? Only Regional Council is empowered to pass by-laws authorizing alterations to Regional roads. Does the Department perceive Council's role is simply to legalize what the Department has done? How can Council change what the Department has done? Are not Council's hands tied if it tries to honour its statutory obligation to hear from people who claim that their lands will be prejudicially affected by the proposed modifications?

3) Page 3, para 8

> "There is no statutory obligation or Regional Council Policy requiring the provisions of a Regional Development Agreement be subject to an additional approval by the Regional Council, nor that these provisions should be subject to the public notification and consultation process."

This statement is the nub of our whole issue. It may be consistent with the letter of the law, but was it the intent of the Ontario legislature, when it passed the Planning Act of 1983, that such agreements, which are legally binding and describe the proposed road works in detail, could be made before the associated by-law was passed by the council of the municipality?

Are we wrong to contend that it is a by-law passed by the council of a municipality under Sections 298 & 301 of Chapter 302 of the Municpal Act of 1980 which gives the proposed road alterations legal standing and makes possible a development agreement entered into under clause (8)(b) of Section 40 of the Planning Act of 1983?

Except in special circumstances, the council of the municipality has a statutory obligation under Section 301 of Chapter 302 of the Municipal Act of 1980 to give the public notice of the proposed by-law and to hear any person who claims his land will be adversely affected by the proposed by-law before passing the by-law. By entering into a legally binding development agreement before such notice has been given and before such persons are heard, the Region is denying them the opportunity to try to persuade their Councillors that the by-law should be amended or rejected. In turn, Councillors are denied their right as politicians to respond to the concerns of their constituents.

In short, if the Department is correct and its procedures have the approval of Regional Council, then it seems to us that the Department and the Council are denying objectors due process under Section 301 of Chapter 302 of the Municipal Act.

It should also be pointed out that the City of Ottawa, unlike RMOC, does not enter into a development agreement until a site plan control application has been approved by its Planning Committee, or by City Council.

4) Page 4, para. 1

> "The Transportation Department secures the design and presents it to the Transportation and Works Policy Committee. At this point the Region has a statutory obligation under the Ontario Municipal Act, Sections 298 and 301, to advertise at least once a week for four (4) consecutive weeks a public notice describing the road modifications intended for construction. The public then has the

> opportunity to review design drawings for such works. A Public Hearing is held by the Transportation and Works Policy Committee and the recommendation to the Regional Council is made."

The Department seems to be saying here that only the design of the proposed road modifications is the proper subject for public scrutiny and that the proposed road modifications themselves should not be at issue. In what way does Section 301 of Chapter 302 of the Municipal Act, 1980 provide any basis for such a position? (We assume that Section 301 and not 302 applies, since the advertisement required by the statute spells out Section 301 as part of the reason for the advertisement.)

We also note that the Department's design proposal for the road modifications at Carlingwood was received in the Clerk's Department on 19 Aug 86, 18 days after the development agreement had been signed. Yet the proposal (page 18, para. 4) states that a "development agreement between the Owner and the RMOC is being prepared at the present time." One might wonder how an unprepared document can be signed 18 days earlier.

5) Page 4, para. 3

> "According to the report from the Committee's coordinator no objections to these road modifications were received (see Annex 'D')."

The Coordinator's report is dated 16 Sep 86. The notice of the public hearing (Attachment 1) states that any person who wanted to be heard had to give notice not later than 12:00 noon on 24 Sep 86. Obviously, the Coordinator could only state that no objections had been received as of 16 Sep 86.

> "However, before the Committee meeting on 24 Sep 86 letters from Messrs B Wellar, P Laughton and A Gregory were received by the Coordinator."

One could infer from this statement that the letters may have been received after the deadline. In fact they were received and time-stamped by the Coordinator before 11:00 am on 23 Sep 86, i.e. at least 24 hours before the deadline. It was at that time that we were informed that the deadline was also the scheduled hearing date.

> "All three wished to be heard by the Committee, but were not properly prepared to present their cases."

The public notice for the hearing (Attachment 1) did not give the date, time and place of the hearing, but stated instead that "any person giving notice [that they wished to be heard] will be notified subsequently of the time and place of hearing." The Region does not seem to publish such notices on any specified day, and it was our sheer bad luck that one of us saw the last one.

As the Coordinator's memo (Attachment 2) for the item indicates, we were shaken by "such short notice after the closing date to receive objections", namely, the next day. Had we filed our objections just before the deadline, we would have had one hour to prepare for the meeting. We understand that this flaw in the public notification procedures has now been at least partially corrected.

The two of us were not content with our written submissions, of which we brought copies for each member of the Committee to the meeting. We could have made our oral presentations if the Committee had insisted, but the calculations on which they were based called for good written backup. However, with seven minutes left before the scheduled Council meeting, some of which were consumed by a challenge to our bona fides in appearing before the Committee, and because our third and most expert member had just been directed by his doctor to avoid the stress of such an appearance, we asked for a deferral.

6) Page 4, paras 3 and 4

> "... The Committee approved a motion directing that staff arrange a meeting with the representatives of the Carlingwood Action Committee to discuss their concerns ..."
>
> "A meeting was scheduled for 29 Sep 86, but was not attended by the Carlingwood Action Committee representatives ..."

Although it is not noted in the Coordinator's memo (Attachment 2), we were opposed to the staff presenting our concerns in an attachment to the staff report to Regional Council. The Committee agreed to our request that the revised brief which we proposed to prepare (revised in large part because it would not now be accompanied by an oral presentation) would be attached, "unexpurgated" in the words of Councillor Peter Clark, to the staff report.

As indicated in Mr. Sep's memo of 1 Oct 86 to the Coordinator (page 27), we advised staff that the proposed meeting date was not acceptable. We had to meet a deadline in order that our brief could be incorporated into the agenda for Regional Council, and its complexity absorbed all the available time.

The report before the Committee unfortunately does not mention that we gave a copy of our brief to the staff immediately after delivering the original to the Coordinator at 9:50 am on 1 Oct 86, and that on our initiative all three of us did meet with staff at 1:00 pm on 7 Oct 86 for two hours. We regret that staff did not have time to prepare a written response to our brief, but the time constraints throughout were too severe.

7) Page 5, paras 3 & 4

> "According to the Ontario Planning Act, 1983, off-street parking matters are under the jurisdiction of the area municipality. It is solely the area municipality council's right to pass zoning by-laws which cover requirements or exemptions for parking facilities on lands that are not part of Regional roads."
>
> "This means that should Regional staff ask the City of Ottawa to

impose a condition dealing with parking matters on private lands (the site itself), such a request would be inappropriate."

Zoning is not the issue: staging the construction is. Subsection 8 of Section 40 of the Planning Act, 1983 states that:

> "... the ... regional ... municipality has been ... afforded a reasonable opportunity to require the owner of the land to,
>
> (a) provide to the satisfaction of [our emphasis] and at no expense to the ... regional ... municipality any or all of the following:
>
> .
> .
> .
>
> 3. Where the land abuts a highway under the jurisdiction of the ... regional ... municipality, offstreet vehicular loading and parking facilities, either covered or uncovered, ..."

Could not this Section of the Act be interpreted to mean that the Region has the statutory authority to require that construction be staged and to impose the condition in question on the developer? If so, Regional conditions regarding such matters would have been appropriate, contrary to the statement at the end of para. 3 and in fact Dr. Wellar's question A,1 (page 8 of the report) has not been answered.

8) Page 5, para. 7

> "It is understood that the taping of the Transportation and Works Policy Committee discussion by Mr Wellar on 11 Mar 87 was made without the Committee's knowledge or permission."

Since there is no record of the meetings such as Hansard, and since the press was present and presumably able to take shorthand notes, and since taping was not expressly forbidden, and since any action by a man is allowed unless forbidden under law, we are at a loss to know why this comment is relevant.

In any case, Dr. Wellar did not record the Committee's discussion, one of us did, not that that is relevant either.

9) Page 6, para. 4 of the minutes

> "It was noted that only recommendations are transferred to development agreements."

Isn't it true that, under the current procedures, only provisions in development agreements are transferred to recommendations?

10) Page 6, para. 1

> "In his letter dated 30 Mar 87, Mr B Wellar ..."

The internal memo of 21 May 87 from the Legal Department (page 6) answers Dr. Wellar's Question B Pars 5-11 1), but does not answer the other important questions in Section B.

11) Page 7, para. 1

> "Both the above letters illustrate that the general public views the Regional and local area municipalities as separate entities which operate independently, without liaison with each other."

We understand only too well the extent of liaison between the Regional and area municipalities. All too often City staff seem to us to lean over backwards to help solve Regional problems at the expense of local communities by allowing Regional traffic to flow through residential City streets.

In conclusion, the report before the Committee today serves no purpose but to confirm our opinion that the procedures followed by your Transportation Department are at best inadequate, and are contrary to the spirit if not the letter of the law.

It seems to us that the passing of a proposed road-modification by-law by the Regional Council enables the Region to enter into a legally binding development agreement with a developer and that such an agreement ought not to be signed and registered before the by-law is passed. If that is true, then the Region's practice of entering into such agreements before the enabling by-law is dealt with by Council is wrong.

This practice denies the public its statutory right to a valid opportunity to persuade their representatives that the by-law should be amended or rejected. It denies Councillors their right to respond to their constituents' concerns and makes them responsible for the Department's actions and decisions over which they appear to have little or no control. It leads, as in the subject report, to admissions by staff that erroneous and therefore potentially misleading statements may be made in staff reports on which Councillors rely for accurate information when making decisions.

And not least, from our personal point of view, the whole process last fall was a waste of our time and energy, and, we submit, of yours as well.

We hope you agree that this is an unacceptable situation which must be changed.

A.R.Gregory
Allan R. Gregory
2032 Prince Charles Road
Ottawa K2A 3L1
(722-5570)

P.M. Laughton
Paul M. Laughton
928 Muskoka Avenue
Ottawa K2A 3H9
(722-9727)

- ATTACHMENT 2-

OTTAWA-CARLETON
RECEIVED
10:00
SEP 4 1987
CLERK'S DEPARTMENT

1 September, 1987

Chairman and Members
Transportation and Works Policy Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, ON. K1P 5Z3

Re: Further comments to accompany our brief of 11 Aug 87, re item #1 of your agenda of 12 Aug 87, in view of staff comments at that meeting.

Dear Chairman and Members:

At your meeting of 12 Aug 87, we could see that you had just received our brief. Councillor Holmes commented that our questions could not be dealt with at that meeting, so we remained only to support Dr. Wellar.

Several of the items in our brief, viz. ##5, 6, 9 and 11, were intended simply to clarify the record and need no reply unless staff disagree with them.

It may have seemed that some of our other items were answered by staff when responding orally to Dr. Wellar's questions. We wish to make it clear that this is not the case - in our opinion our other items remain unresolved. We enlarge on them here to make clear why we feel that further response is necessary.

Further to our item #1, we would ask several questions.

a) Was the Region derelict in its duty under its policy of providing "a safe and efficient access to the lands to be developed" when it acquiesced in the construction of a parking structure at the furthermost point from the abutting Regional roads?

b) Does not Subsection 8 of Section 40 of the Planning Act, 1983 empower the Region to adopt such a policy of providing "safe and efficient access?"

c) Did not the same Subsection give the Region the statutory authority to require the developer to locate the parking structure alongside a Regional road, a location which would have been consistent with the Region's policy of providing "safe and efficient" access, and with the Region's first set of conditions of approval as set out in a letter of 17 Oct 85 to the City of Ottawa signed by Mr. Adrian Foo for the Regional Transportation Commissioner?

Since questions of law arise from our items ##1, 3, 4 and 7, we believe that the matters of legal interpretation in them should be answered by your Legal Department, not by an engineer in the Transportation Department. We hope that you will so insist for your own peace of mind if not for ours. However, regardless of the kind of answers you get, it does not seem to us that you Councillors should be content with the extent of your delegation to staff, even if that delegation conforms to the requirements of law.

Further to our item #2, our concern was not diminished by the explanations of the process that staff gave orally at the meeting. It still appears to us that the hearing, the Committee and Regional Council are relegated to dotting "i"'s and crossing "t"'s on minor details of an agreement, the major features of which have already been made binding.

Further to our item #7, we trust that the Legal Department will confirm that our understanding of Subsection 8 of Section 40 of the Planning Act, 1983 is correct. If it is, then the Transportation Department did not make an error, as it claims, when it inserted in its report of 19 Aug 86 the item about completing the parking structures and internal roadways before commencing the expansion of the building itself. The part of the Act that they cite in support of this new position seems to us to be irrelevant. Our position is that the error was made when the Department did not include the item as a condition of approval in the development agreement, when Subsection 40(8) provides the Region with the authority for doing just that.

You have already decided to consider our item #8, about taping your proceedings, when you hold your next meeting. You now know our feelings on that subject.

Concerning our item #10, we agree with Dr. Wellar that the quotation of taped material was incidental to the questions in his letter, which were ignored because he included the quotations. Must he delete the offending sections from his questions and resubmit them in order to obtain answers to them?

Finally, we reiterate the closing comments from our brief. The answers by staff on 12 Aug 87 have not changed the opinions and concerns expressed therein.

> "In conclusion, the report before the Committee today [12 Aug 87] serves no purpose but to confirm our opinion that the procedures followed by your Transportation Department are at best inadequate, and are contrary to the spirit if not the letter of the law.
>
> It seems to us that the passing of a proposed road-modification by-law by the Regional Council enables the Region to enter into a legally binding development agreement with a developer and that such an agreement ought not to be signed and registered before the by-law is passed. If that is true, then the Region's practice of entering into such agreements before the enabling by-law is dealt with by Council is wrong.
>
> This practice denies the public its statutory right to a valid opportunity to persuade their representatives that the by-law should be amended or rejected. It denies Councillors their right to respond to their constituents' concerns and makes them responsible for the Department's actions and decisions over which they appear to have little or no control. It leads, as in the subject report, to admissions by staff that erroneous and therefore poten-

tially misleading statements may be made in staff reports on which Councillors rely for accurate information when making decisions.

And not least, from our personal point of view, the whole process last fall was a waste of our time and energy, and, we submit, of yours as well.

We hope you agree that this is an unacceptable situation which must be changed."

Finally, we note that we are fully aware that our representations to you might not in any way have affected the final result, even if your procedures had permitted substantive changes in the development agreement. Our anger is because we could not have meaningfully influenced the content of the development agreement even if we had been more persuasive. And the staff report seems neither to recognize that this was the case nor that it mattered.

Yours sincerely,

ARG

Allan R. Gregory
2032 Prince Charles Road
Ottawa K2A 3L1
(722-5570)

PML

Paul M. Laughton
928 Muskoka Avenue
Ottawa K2A 3H9
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#023

35C-2.

74

LOW, MURCHISON
BARRISTERS & SOLICITORS

KENNETH A. MURCHISON, B.COM., Q.C.
D. CAMPBELL BURNS, B.A., LL.B.
JOSEPH W. THOMAS, B.A.
GORDON J. McCAY, B.Sc., LL.B.
JOHN D. PEART, B.Sc., LL.B.
PETER A.J. HARGADON, B.A., LL.B.
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TELEPHONE (613) 236-9442
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September 2, 1987

OTTAWA-CARLETON
RECEIVED
93C
SEP 4 1987
CLERK'S DEPARTMENT

The Regional Municipality of
Ottawa-Carleton,
Planning Committee Coordinator,
14th Floor,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

Dear Sirs:

Re: Regional Official Plan Review

The following comments are submitted on behalf of Mr. and Mrs. Eldon Craig who are the owners of a farm situate in the West half of Lot 29, Concession 11 (formerly in the Township of Goulbourn), Kanata. Through the undersigned, they submitted comments to the Planning Staff of The Regional Municipality of Ottawa-Carleton by letters dated September 9, 1986 and November 6, 1986, copies of both of which are enclosed.

As set forth in the briefs previously submitted, the Craig farm fronts on old Highway 7 and lies between the Stittsville and Western urban areas. It is therefore situate in a very narrow neck of agricultural lands which has an aggregate width of two concession lots. The encroaching non-agricultural uses to both the East and West have made the operation of the Craig farm increasingly difficult. The projected growth in both Kanata and Stittsville will increase the pressures under which the Craigs are presently struggling and will make it completely impossible for them to continue their farming operation.

It appears to be abundantly clear from a review of the Official Plan Resource and Discussion Papers and from a review of the Official Plan itself that the primary reason for maintaining the designation of the Craig and surrounding farms as agricultural resource is the desire to maintain a buffer between the Western urban area and the Stittsville urban area. The provisions of the draft Official Plan relating to objectives and policies for the agricultural resource area highlight precisely why the Craig lands ought not to be so designated. In particular:

(i) The Craigs' investment in their farming operation is already substantially at risk by reason of conflicting land uses which have been allowed to encroach upon the agricultural area.

(ii) Non-farming residences already create problems for the Craigs of the sort specifically enumerated in the Official Plan and of the sort more particularly enumerated in the enclosed letters.

(iii) It is too late to promote the development of non-agricultural uses elsewhere since the development of such uses has progressed to the point where the farming uses are no longer viable.

Mr. and Mrs. Craig are now in their early 60s. They are full time farmers in every sense of the word. They have built a reputation in the farming community for excellence and their dairy herd has achieved an enviable reputation. Their sole source of income is their farming income and their sole retirement fund is their farm. While they would prefer to continue farming so long as they are able, the frustrations and difficulties they daily face from surrounding incompatible land uses may well force their early retirement. Once retired, they will not be able to secure a fair price for their farm since it will no longer be suited for farming purposes and since no other use will be permitted.

For all of the above reasons, the designation of these lands as agricultural resource must be reviewed. A designation of lands for a use for which they are no longer fit is not proper planning and inflicts an unreasonable hardship on those effected. The Craig lands should obviously be designated as either part of the urban area or (if planning principles require a buffering strip between the Western and Stittsville urban areas) as some form of open space/ designation which would have attached to it a public acquisition policy similar to those applicable to natural environment areas or marginal resource areas.

In summary, if the decision is taken that a buffer strip must exist between two urban areas, the cost of that strip should be borne by the public authorities and should not be unfairly imposed upon an individual citizen through the planning process.

Yours very truly,

GORDON J. McCAY

klc
Enclosures

May 8th, 1986.

COPY

VIA COURIER

The Corporation of the
City of Kanata,
150 Katimavik Road,
Kanata, Ontario.
K2L 2N3

Attention: Ms. Carol Timusk,
Planner

Dear Sirs:

Re: Report to the Policy and Operations Committee -
Foodland Preservation Policy

Mr. and Mrs. Eldon Craig have requested that I provide you with their comments on the above-indicated Report and on the proposed Ministerial policy.

Mr. and Mrs. Craig, as you know, are the owners of land situate in the west half of Lot 29, Concession 11, in the former Township of Goulbourn which they have continuously farmed for decades. However, they are now approaching retirement age (Mr. Craig being over 60 years of age) and they must look to their own future and that of their farm.

Over the years, Mr. and Mrs. Craig have become increasingly concerned about the urban and commercial development of surrounding lands. At the present time, the Glen Cairn subdivision lies within 350 yards of their easterly boundary and an industrial park lies within 750 yards of their western boundary. Beyond the industrial park is a substantial trailer park. These adjoining uses are incompatible with a farming operation and the Craigs' ability to productively farm their land has been progressively eroded.

The Craigs are presently running a dairy operation which is, of course, an attraction to the many children in the adjoining residential areas. These children and their domestic pets chased the Craigs' cattle when they were pastured at the rear of the farm and the Craigs were forced to discontinue the use of these areas for pasturing purposes. The former pasture areas were put into cultivation for feed crops but difficulties continue to be encountered from adjoining residents. Children and teenagers with all terrain vehicles are now driving through the fields smashing down the crops. In addition, the Craigs find it increasingly difficult to keep up with the fence repairs required as a result of damage done by adjoining residents. These trespassers are of concern to the Craigs not only because of the damage they have done thus far but because of the risk that they will sustain personal injuries for which the Craigs may, in law, be responsible. Finally, children's propensity to play with matches is well known and the Craigs are in constant fear of fire damage to their farm buildings similar to that which has mysteriously occurred on neighbouring lands.

The increasing urbanization of Kanata and the very substantial residential development in the Katimavik area to the immediate northeast leads the Craigs to the inescapable conclusion that the problems they are encountering from the surrounding residential areas will be compounded in the future. It is their belief that in the very near future the viability of their lands for agricultural purposes will be seriously impaired. They are concerned, therefore, as to the continued designation of their lands in both the Official Plan and Zoning By-laws for agricultural purposes. If the lands cannot be profitably farmed as a result of the encroaching urban and industrial areas and if the lands can only be used for agricultural purposes, then the lands are for all practical purposes sterilized and unsaleable. While it is Mr. and Mrs. Craig's intention to continue to farm the lands so long as they are able to do so (having regard to their ages and having regard to the problems enumerated above) it must be recognized that the farm represents their pension plan and is the only source of capital available to them to see them through their retirement years. If the lands cannot be sold because they are not capable of sustaining agriculture, they are deprived of their pension.

The tragedy insofar as the Craigs are concerned is that it is abundantly clear that their lands are being maintained in an agricultural designation under the Official Plan largely because of the laudable planning objective of maintaining an open space between the Glen Cairn area and the Town of Stittsville. The economic burden of this objective ought not, however, to be imposed on the Craigs as private citizens but should be borne by the community as a whole.

Accordingly, the land should either be re-designated to the highest and best use of which they are economically capable or, alternatively, should be purchased by the City of Kanata and maintained as open space. It is noted that the report recognizes the necessity of reviewing the designations of agricultural land prior to the coming into force of the Foodland Preservation Policy. Mr. and Mrs. Craig concur in the report in this regard and would request that the continued designation of their lands as agricultural be specifically reviewed.

Mr. and Mrs. Craig also note the very severe limitation under the Foodland Preservation Policy on the uses to which land designated agricultural may be put. Mr. and Mrs. Craig point out that these limitations appear to have been proposed without regard to the circumstances faced by agricultural lands on the boundaries of urban areas. The problems which the proposed policy foresees and which form the basis of the limitations on land uses already exist in boundary areas and, accordingly, some relaxation of the permitted uses should be permitted in such boundary areas.

The proposed policies would also severely limit retirement lot severances. In the Craigs' view, these policies simply do not recognize the affinity of long term farmers for their lands and the desire of retiring farmers to continue to reside on their lands. The policy also does not recognize the economic reality which retiring farmers face in securing sufficient capital to purchase alternate housing off the farm. Mr. and Mrs. Craig support the proposals along the lines set forth in the Report to Council permitting retirement severances in cases of bona fide retirement by full-time farmers.

A copy of this letter is being sent to the Minister and it is hoped that the comments herein will be of assistance to the staff and Council of the City of Kanata in formulating their response to the proposed Ministerial policy.

Yours very truly,

Gordon J. McCay.

GJM:lc

September 9th, 1986.

COPY

Regional Municipality of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

Attention: Mr. John Wright,
Planning Commissioner

Dear Sirs:

Re: MR. AND MRS. ELDON CRAIG

We are the solicitors to Mr. and Mrs. Eldon Craig who are the owners of a farm situate in the west half of Lot 29, Concession 11, in the former Township of Goulbourn.

Mr. Craig has just learned of the ongoing review of the Regional Official Plan and its impact on he and his farm. He has asked that I send to you a copy of his letter of May 8th, 1986 which related generally to the Foodland Preservation Policy but which has a bearing on the proposed continued agricultural designation of his farm under the Regional Official Plan. Accordingly, you will find a copy of that letter enclosed.

I have today provided Mr. Craig with a copy of the Regional Resource paper on agriculture and, undoubtedly, Mr. Craig will wish to make specific representations once he has had an opportunity to review the contents of that paper.

Yours very truly,

Gordon J. McCay.

GJM:lc
Enclosure

November 6, 1986

Regional Municipality of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

COPY

Attention: Mr. Daniel Nixey

Dear Sir:

Re: Mr. and Mrs. Eldon Craig

Thank you very much for your letter of October 27, 1986.

Mr. and Mrs. Craig have had an opportunity to review the contents of Discussion Paper 9 of the Official Plan Review and the contents of your letter. Based upon that review, they remain convinced that Planning staff has not fully appreciated the extent to which encroaching urbanization has rendered their land unsuitable for agriculture.

My clients have noted in particular that pages 8 and 9 of Resource Paper 9 deals specifically with the area in which their lands are located. Those pages mention the expectation that the lands will "come under extreme pressure for urbanization". These pages also mention that the lands in question are Class 2 agricultural soils and are "contiguous with large blocks of agriculatural land to the North and South". The thrust of the comment seems to be that there will be a natural desire to develop the lands for residential purposes but that the lands in fact remain appropriate for agriculture having regard to the adjoining lands to both the North and the South. In the Craig's view, such use incorrectly characterize the pressures presently exerted on their lands and inaccurately assess the continued liability of such lands for agricultural purposes.

Let me again express, my clients have continuously farmed these lands for decades and do so because of their genuine love of farming and of their land. There is in fact no positive pressure on them to convert their lands to some sort of urban use. There is, regrettably, a very strong pressure to convert their lands away from the farming use. This pressure results from the daily frustration they encounter in endeavouring to continue their farming operation in the face of the many difficulties which are presented as a result of the urban growth around their lands. Detailed in the letter which I forwarded to you on September 9, 1986, some of the activities which give rise to their frustration and I will not repeat those activities again. Mr. and Mrs. Craig have told me that they find the continuation of the farming operation on their land increasing in difficulty each passing year and they are convinced that in the very near future, they will be compelled to wind up their operation. Mr. and Mrs. Craig have also advised me that adjacent farms have been rented out to farmers whose main operations lie to the North and South and that such farmers are terminating their leases because it is uneconomical to continue farming in the midst of an urban area. In short, the conclusion in the Resource Paper to the effect that the lands in question may continue to be viably used for agricultural purposes is simply wrong and has been demonstrated to be so by active farmers.

As indicated above, the situation is indeed regrettable. Mr. and Mrs. Craig would have much preferred that steps would have been taken years ago to preserve agricultural land including their own. Had any such steps been taken, the continued use of their land for agricultural purposes would have remained viable. Such steps were not taken and the simple fact is that it is simply too late to attempt to take them now.

As set forth in previous correspondence, I and my clients appreciate the interest of the Regional Municipality in maintaining some sort of a buffer strip between Kanata and Stittsville. It is inappropriate planning, however, to achieve that result by limiting land for to a use for which it is no longer suitable. The Craigs suggest that the land be redesignated for some economic use and if that is unacceptable to the Region, then the lands be identified as lands to be purchased by the Region as open space public lands.

Yours very truly,

GORDON J. McCAY

klc

#22 /36

CHURCHILL AREA RESIDENTS' ASSOCIATION

582 Churchill Avenue North
Ottawa, Ontario.
K1Z 5E5

August 31, 1987.

OTTAWA-CARLETON
RECEIVED 3:24
SEP 2 1987
CLERK'S DEPARTMENT

Mr. Gordon Hunter,
Chairman, Planning Committee,
Regional Municipality of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario.

Dear Mr. Hunter,

In responding to the Draft Official Plan of the Regional Municipality of Ottawa-Carleton on behalf of the Churchill Area Residents' Association, we would like to express our appreciation of the work of the Region's Planners in informing citizens of the contents of the Plan as well as in providing the opportunity to submit our comments for consideration.

Our Association's major concern at this time is traffic in our area and we wish to address the Transportation component of the proposed Plan.

The Churchill Area Residents' Association vigorously supports the Region's plan to build the Kirkwood Avenue Extension between the Richmond Road and Scott Street as well as the Scott Street Extension between Churchill Avenue and the Richmond Road. Further, we urge the speedy implementation of both of these proposed roads as a simple, logical, inexpensive solution to a very disturbing traffic problem which is adversely affecting Westboro.

Churchill Avenue is located in the heart of Westboro, or "The Village" as our long-time residents still call it. The street has two lanes with gravel shoulders and between Byron Avenue and Carling Avenue, apart from a Church, a school and two corner-type stores, is totally residential in nature.

The traffic problems we are encountering do not arise from within our Community but from the ever-increasing volume of through traffic to which we are being subjected. At present Churchill Avenue is the only street west of Holland Avenue to connect Scott Street with Carling Avenue and indirectly to the Queensway. Thus Ottawa's east/west through traffic uses Churchill Avenue to move north and south from the Queensway system to Scott Street. This has resulted in a continuous increase in truck and passenger traffic that has made living in the area extremely uncomfortable and hazardous. Many Churchill

... 2

Avenue residents understood that Kirkwood Avenue and the Scott Street Extension would be the arterial connections between Scott Street and the Queensway and the farther west-end.

Traffic Density

In 1986 the volume of traffic on Churchill Avenue of over 8,000vehicles for the 12-hour period between 7 A.M. and 7.00 P.M makes access to residential side-streets, crossing for buses and use by children and elderly extremely hazardous. The current traffic level is well beyond the expected capacity of this two-lane street. In fact, it is for practical purposes, equal to the traffic on Kirkwood Avenue, a four-lane roadway connected to the Queensway. The reason for this anomaly is the lack of the interconnection of Kirkwood Avenue with Scott Street and the non-completion of the Scott Street Extension.

Traffic pressure on Churchill Avenue will increase naturally as a result of increased housing density within Westboro and construction on Regional and City of Ottawa lands north of the Transitway. The recent rezoning of the Churchill and Scott Street area to permit the construction of 25 townhouses and a 160 unit 18-story highrise will further increase the Churchill Avenue congestion. The Holland-Cross development already underway and the Sun-Life property when it is developed will necessitate a means of driving west for an increased volume of traffic. For these residents to have access to other parts of the City without driving through such major residential areas as Westboro, it is critical that the Scott Street Extension be completed.

The designation of Carling Avenue within our Community as an Employment Node with up to 5,000 jobs, adds another dimension to the traffic problems of Westboro. The effect of the new office developments along Carling Avenue is already being felt. The new Community Centre and Pool at Dovercourt, Roosevelt and Golden will contribute more to the traffic on Churchill. The new Regional Health and Welfare Building on the Richmond Road is also a factor contributing to a natural increase in the volume of traffic on Churchill. The pressure from these areas of natural build-up make it imperative that the Kirkwood and Scott Street Extensions be completed immediately.

Truck Traffic

Truck traffic is another major factor that is compounding the problem. Without the Kirkwood and Scott Street Extensions, truck traffic travelling both east and west on Scott Street beyond Holland Avenue must use Churchill Avenue to interconnect with Carling Avenue and/or the Queensway. Churchill Avenue, as a residential two-lane street, is not as capable of handling this traffic. It is less costly both for trucking firms and for taxpayers in terms of street upkeep to move truck traffic by the shortest, most direct route.

Kirkwood Avenue is already a paved, four-lane arterial with on-and-off ramps to the Queensway at Carling Avenue. The four lanes have the capability to facilitate a heavier flow of traffic than on Churchill, a two-lane roadway with gravel shoulders. Despite this difference in the size of the two streets, both streets are currently carrying approximately the same volume of traffic because Kirkwood ends at the Richmond Road and does not connect with Scott Street.

Cost/Benefit

The cost of the planned extension of Kirkwood Avenue from the Richmond Road to Scott Street, is estimated to be $2.7 million. This is a relatively small amount of money to pay to benefit fully from the funds already spent to construct Kirkwood Avenue as a four-lane arterial connecting the Richmond Road and the Queensway. Taxpayers have already paid for the heavy-load-carrying roadbed capability, the four-lane paving of the street and the access ramps to the Queensway at Carling. These have been completed at considerable cost and for an additional $2.7 million, a small fraction of the price already paid, taxpayers could and should realize the full benefit of these expenditures.

We would like to make a final comment on the Kirkwood Extension. Our members were concerned to note that it was not identified specifically as a Tier I priority in the Draft Official Plan. We request that in addition to the designation of the Extension as a proposed road on Map C-1, the Kirkwood Extension be listed on page 11-4 of the Planning Department Recommendations as a Tier I priority.

"Spill-Off" Traffic

Our concern extends beyond Churchill Avenue and the streets immediately adjacent to it. As a result of increasing through traffic, a traffic signal has already been installed at Churchill and Dovercourt. If traffic levels continue to increase, other lights will be required on Churchill. These installations contribute to an increase in "spill-off" traffic winding through small streets not capable of handling any volume of through traffic. The build-up in traffic also makes pedestrian use hazardous even with lights and crosswalks.

. . . 4

The increasing traffic problems along Churchill Avenue has generated a sufficient level of concern to cause the residents to develop a petition and to solicit letters of support for the Kirkwood Avenue and Scott Street Extensions. A significant number of signatures and letters have been collected and are attached as Annex "A" (Petitions) and "B" (Letters)* Also attached as Annex "C" is a copy of a letter from the Westboro Community Association to Mr. Brendan Reid in support of the Kirkwood Extension. The foregoing clearly indicate the support of the Community. Annexe "D" also attached, is a letter from the Greater Ottawa Truckers' Association which supports the inclusion of the Kirkwood and Scott Street Extensions in the Regional five-year plan.

The consideration of our submission by the members of the Planning Committee would be very much appreciated.

Very truly yours,

Lorraine M. Booth

Lorraine M. Booth
President, Churchill Area
Residents' Association

Encs.

* ANNEX A (PETITIONS)

* ANNEX B (LETTERS) - 359 LETTERS IN SUPPORT OF KIRKWOOD EXTENSION

*HELD ON FILE WITH THE REGIONAL CLERK

Annex A ①

PETITION TO THE REGIONAL GOVERNMENT OF OTTAWA-CARLETON

We the undersigned residents of the Western part of Westboro in Queensboro Ward, wish to protest the deterioration of the quality of life in our Community due to the unfair and inequitable density of traffic on Churchill Avenue North and the consequent spill-over throughout the western portion of the Community. To alleviate the attendant problems we strongly urge immediate implementation of the Extension of Kirkwood Avenue Northward to intersect Scott Street. With its present northerly termination at the Richmond Road, Kirkwood Avenue is not fulfilling the purpose for which it was built. The consequence is overloading Churchill Avenue, a two-lane road, which is bearing the brunt of traffic between Scott Street on the North and Carling Avenue on the South. It is time for Regional Government to heed the professional advice of its Planning and Engineering experts and to act in a responsive and responsible manner on behalf of the taxpayers of the area.

Name	Address	Phone No.	Agree	Disagree
Harold Cummings	598 Churchill	722-2266	✓	
Rita Cummings	598 "	722-2266	✓	
Maureen Hunter	602 Churchill	729-0634	✓	
Donalda Estella McKay	614 Churchill Ave	728-0428	✓	
K.A. Mackay	634 Churchill	728-4027	✓	
[illegible] Kaiser	660 Churchill Ave	7228[illegible]	✓	
Hilda [illegible]	694 Churchill	729-2185		
Dixon Grant	696 Churchill Ave	7296522	✓	
Felicidad Grant	696 Churchill Ave.	729-6522	✓	
Kim [illegible]	5-710 Churchill	728-2457	✓	
Tom Coughlin	4-710 Churchill	725-0343	✓	
[illegible] Muir	680 Churchill	7227197	✓	
E Muir	680 Churchill	7227197	✓	
Helen [illegible]	3-709 Churchill	729-6581	✓	
[illegible]	673 Churchill	728-3586	✓	
Carl Dupuis	#1-646 Churchill Ave	722-7765	✓	
[illegible]	#1-646 Churchill Ave	722-7765	✓	
[illegible]	6-706 Churchill Ave	722-5165		
D Henry	2-710 Churchill	7226651	✓	
B. Lunan	71A CHURCHILL	722-0816	✓	
D. Campeau	720 Churchill	722-5390	✓	
[illegible] Fraser	720 CHURCHILL AVE #2	728-2612	✓	
[illegible]	-715 Churchill	729-0132		
[illegible]	[illegible] Churchill	728-9922	✓	
Noel [illegible]		7287032		
[illegible]	3 685 Churchill	7225432	✓	

579 INDIVIDUAL SIGNATURES RECEIVED

Annex A

PETITION TO THE REGIONAL GOVERNMENT OF OTTAWA-CARLETON

Whereas the extension of the Rapid Transitway to intersect the former street-car right-of-wa paralleling Bryon Avenue may be postponed until the year 2001, such decision ought not to delay the construction of the extension of Scott Street westward to join the Richmond Road somewhere between Broadview and Fraser Avenues. It is recognized in the Regional Transportation Plan that both Scott Street and the Richmond Road are required to provide arterial road service in the East-West directions in the most northerly area of the Western part of the Region. Without the Scott Street extension, Churchill Avenue North has become a one-mile lo detour route connecting the East-West traffic on Scott Street to Carling Avenue on the South and thence Eastward and/or Westward. The resulting high density of both car and heavy truck traffic on Churchill Avenue North is no longer acceptable nor equitable especially when such simple and relatively low cost solution is possible. Hence, we the undersigned residents of the western part of Westboro in Queensboro Ward wish to petition and urge the Regional Government to proceed, without further delay, with the extension of Scott Street westward.

Name	Address	Phone No.	Agree	Disagre
Harold Cummings	598 Churchill Av.	722-2266	✓	
Rita Cummings	598 " "	722-2266	✓	
Maureen [illegible]	602 Churchill	729-0634	✓	
Gerald [illegible]	61[illegible] Churchill Ave	[illegible]	✓	
[illegible]	634 Churchill	728-4027	✓	
[illegible] Kelso	660 Churchill	7222804	✓	
Hulda [illegible]	684 Churchill	729-2185	✓	
[illegible] Grant	696 Churchill	729-6592	✓	
Felicity Grant	696 Churchill	729-6522	✓	
Lin [illegible]	8-710 Churchill	728-2497	✓	
Tom Coughlin	4-710 Churchill	725-0343	✓	
[illegible]	680 Churchill	7227197	✓	
E [illegible]	680 Churchill,	7227197	✓	
Helen [illegible]	3-700 Churchill	729-6581	✓	
[illegible] Carriere	673 Churchill	728-3586	✓	
[illegible]	646 Churchill	7226852	✓	
Macdonald	6-706 Churchill Ave	722-5165	✓	
O Henry	2 710 Churchill	7226651	✓	
B. Lerman	710 CHURCHILL	729-0810	✓	
[illegible]	720 Churchill	722-5390	✓	
[illegible]	720 CHURCHILL AVE #2	728-2612	✓	
[illegible]	1-715 Churchill	729-0132	✓	
[illegible]	[illegible]	728-9977	✓	
[illegible]		7287022		
[illegible]	3-653 Churchill	722-5432	✓	

561 INDIVIDUAL SIGNATURES RECEIVED

ANNEX "C"

August 26, 1987

Mr. Brendon Reid
Chief Project Planning Engineer
Transportation Planning Division
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Reid:

The residents of Westboro have in recent years observed, with alarm, a very significant build up in traffic through their residential part of the city of Ottawa. Residents of Westboro have been aware of the growth of the city and the increase in the volume of traffic moving from the expanding outer suburbs of the city to the core of the city. More and more of that traffic is moving through the Westboro residential area.

Westboro's Commmunity Association on behalf of all the residents of Westboro have examined, in detail, the build up of traffic and wish to draw to your attention the seriousness of the situation. Churchill Avenue, a two lane residential, northsouth street connecting Scott Street and Carling Avenue, but with no access to the Queensway, is carrying as much or more traffic than the four lane Kirkwood Avenue which has access ramps to the Queensway. With increased growth expected in the city and surrounding satellite communities, this build up will continue on both streets but especially Churchill because it can be accessed from both Carling Avenue and Scott Street. It is becoming increasingly hazardous to cross the street for pedestrians, especially seniors and children. The high noise levels and difficulty in negotiating turns onto streets is becoming serious. The residents are asking that your attention be given to this situation before injuries or the loss of life occurs.

Residents have also been aware of the Region's traffic plans whereby some of the increased volume of traffic would be channelled through an arterial road along Kirkwood north to the river with a new bridge to be built across the Ottawa river. As part of this plan, Kirkwood Avenue was constructed with four lanes from Richmond Road to Carling Avenue with ramps built for access to the Queensway. When plans for the extension of Kirkwood north from Scott Street to the river and the bridge across the river were abandoned, one part of that plan remained in

... 2

in place but has not been acted upon. We refer to the extension of Kirkwood Avenue north from Richmond Road to Scott Street so that some traffic travelling west on Scott Street from the city core and from Quebec, wishing to exit the city via the Queensway might do so most efficiently by travelling south on Kirkwood from Scott Street to Carling Avenue and thus onto the Queensway via the ramps which are already in place.

As a result of the review of the traffic situation in Westboro, the Westboro Community Association requests that you take immediate action as follows:

1. Establish and action a traffic plan that will minimize the future build up of "through traffic" as it travels through the Westboro community with the view to maintaining Westboro as a residential area.

2. Complete the Kirkwood extension from Richmond Road to Scott Street so that the through traffic that must be routed through the Westboro community is done so as equitably and fairly as possible with due regard to the utilization of arterial routes with major east-west interconnections.

With respect to the latter request, the Association recognizes that representations from this Association were made at a much earlier date to delete this extension because of the vibration and major artery to a bridge over the river issues. Both of these problems have been resolved and the Association fully endorses the extension and asks that the Kirkwood extension be put in the plans for the immediate future. Given the estimated cost of this extension and the small size of the project, it is possible that the region could have this project completed when existing remaining funds from a year's budget might not permit a large job to be undertaken. The early completion of this project would also give more time for our first request (noted above) to eventually be acted upon. Otherwise the build up of through traffic on Westboro's residential streets will require that other actions be taken in the very near future.

As with any new road construction, there are always other problems that occur as a result of it. We are referring to the accessibility of Westboro residents to safe pedestrian access across Kirkwood Avenue after the extension occurs. Traffic volumes will increase and

... 3

crossroad access to schools, churchs and shopping areas will have to improve dramatically from their current standards. This will be necessary to prevent a fracturing of the existing community into isolated pockets.

Westboro residents have been paying taxes for many years now and have in recent years seen most of this money used to upgrade roads serving the new subdivisions. In light of this, the Westboro Community Association requests that you give Westboro residents your full support by acting on their request for the implementation of the Kirkwood Extension.

Yours sincerely,

Secretary-Treasurer,
Westboro Community Association
330 Lanark Avenue
Ottawa, Ontario
K1Z 6R5

Annex "D"

Greater Ottawa Truckers Assoc.
2487 Kaladar Rd.
Suite 216
Ottawa, Ont.

14 August 1987

Mr. G. Hunter
Chairman
Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen St.
Ottawa, Ont.
K1P 5Z3

Dear sir,

The Greater Ottawa Truckers Association supports the inclusion of the Kirkwood Ave. and Scott St. extensions in the regional five year plan. The development that will soon be happening in the area near these two streets makes the upgrading of road access a necessity if trucks are to be able to service the area properly and efficiently. The continual reduction in truck traffic routes throughout the region is of great concern to us and any improvements in access to the regional roads is highly desireable.

Yours truly,

Maynard Thompson

Maynard Thompson
President
The Greater Ottawa Truckers Assoc.
523-1663

#025

33C-2

OTTAWA-CARLETON
RECEIVED
11:25
SEP 4 1987
CLERK'S DEPARTMENT

September 3, 1987

Planning Committee Coordinator
14th Floor, 222 Queen Street
Ottawa, Ontario
K1P 5Z3

Re: Brief to the Proposed Official Regional Plan

The Westboro Community Association covers a large area of the City of Ottawa taking in roughly over half of Queensboro Ward. Its boundaries extend from Carling Avenue in the south to the Ottawa River in the north and from Island Park in the east to Golden Avenue in the west. The Westboro community consists mainly of single family dwellings of an older nature with a few smaller apartment buildings scattered throughout. The main core of the community is the old Westboro village downtown area intersected by Churchill Avenue and Richmond Road. Many new families are discovering the tranquil, suburban nature of our community and have moved here because they can have that small town friendly feeling of knowing your next door neighbor.

We feel it is important for you to know the nature of our community so that when you read the comments on the proposed Regional Plan you will better understand our concerns at what certain proposals might do to our community.

South Urban Community

In reading the draft plan we are struck with the inevitability of the South Urban Community. Our major concern in the past and still now is where the new traffic generated by an additional 75,000 to 100,000 people will go when these people wish to travel to the inner core or to the Quebec side. The obvious routes would be Woodroffe,

... 2

Merivale, Fisher and Prince of Wales. The previous three having the most impact in our area by creating more traffic on Churchill, Kirkwood and Island Park. We would, therefore, encourage the widening of Prince of Wales in conjunction with the extension of this road along the C.P.R. right of way with a connecting link to Bronson and the Portage Bridge to Hull. We feel this would be a more direct link to the inner core and at the same time would minimize the traffic impact on our established community of the South Urban Community. We would encourage this development prior to any intensive development of the South Urban Community so that traffic habits would not become developed/entrenched using the other less direct routes to the inner core.

Transportation

The Westboro Community Association encompasses an older established neighborhood and as such is vulnerable to increased traffic from outward urban expansion travelling to the inner city area. After having studied the regional road system now existing and those proposed expansions within our area of concern, we would recommend the extension of Kirkwood Avenue from Richmond Road to Scott Street be carried out as soon as possible (see attached letter sent to Regional Transportation Planning Section). If the widening of Scott Street from the C.P.R. tracks near Bayswater Avenue to Churchill Avenue becomes necessary along with the extension of Scott Street to Richmond Road and the widening of Richmond Road from the Ottawa city limits east to Churchill Avenue connecting onto the proposed Scott Street extension becomes necessary that the Westboro Community Association be consulted and allowed to study and propose possible solutions to problems that will arise from their construction. The proposed road changes may allow for a more equitable distribution of traffic through our area but we have serious concerns that if not addressed prior to any potential construction taking place may result in the fracturing of our existing community neighborhoods into isolated pockets. Therefore, we insist that to allow for the reasonable safe access of pedestrians to their habitual areas to shop, to go to school and to church, etc. that plans be included (i.e. crosswalks, traffic lights, overpasses, etc) to allow for their continued safe access across these busy roads. Because of the increased volumes of traffic that would occur as a result of the proposed traffic links it will become more attractive for traffic to filter through residential side streets. In order to prevent this we would ask that Regional and Ottawa governments in conjunction with the Westboro Community Association study possible solutions to this existing and potentially more serious problem.

... 3

Housing

The Westboro Community Association is alarmed at the Regional Government becoming involved in the promotion of infill housing. The Regional Plan seems bent on overruling or exerting pressure on local municipalities with "expectations" from local municipalities to encourage smaller lots, greater flexibility in the siting of housing and increased use or intensification of existing housing stock and to amend local official plans, zoning by-laws, maintenance and occupancy standards by-laws and other building by-laws if deemed necessary. We feel this will encourage local municipalities to proceed with this intensification of housing and perhaps change existing zoning accordingly. Westboro is a primarily residential area of mainly single family dwellings. We have fought for years to preserve the residential nature of this area and feel that Regional Governments encroachment into housing density could upset the existing balance and Westboro would eventually become a less desirable area for families to live in. The balance can quickly be destroyed with development oriented landfill, with resultant higher traffic levels and less green space. We do not feel that higher densities are necessarily the answer to potential/projected housing needs. With the establishment of the three main satellite communities there is much less need to "pack them in" in Ottawa. It is the quality of life that is most important not the quantity. Regional Government should be looking in their plan to preserving established neighborhoods and maintaining them so as to keep and attract families to the inner city area.

We would like to encourage Regional Government in the matter of Special Needs Housing (i.e. Group Homes) to insist on a more equitable distribution of these homes throughout area municipalities so that no one municipality must carry a disproportionate number of group homes.

Environment (Agriculture, Scenic, Heritage)

In reading your response to our previous submission in this area and having read related sections in the final draft the Westboro Community Association applauds the obvious effort to include wherever possible, safeguards for the protection of our environment and preservation of our heritage properties. Your proposed policies to limit rural housing development to ensure preservation of existing farmlands, to preserve significant areas of nature for their rarity or beauty, to protect and enhance heritage sites that you own and to support other agencies in their efforts to protect

... 4

heritage sites, to continue your efforts at providing safe drinking water and waste management are all aimed in the right direction. If the proposed policies are adopted and cooperation with other government agencies are obtained the balance between human and natural environments will have a better chance of succeeding.

Transitway (Byron Strip)

The Westboro Community Association realizes that ongoing negotiations are proceeding with OC Transpo and the National Capital Commission with regard to the continued use of the Western Parkway for buses and we encourage this. In the event that negotiations fail we would again emphasize our need to take an active part in the planning process for the extension of the transitway down Byron Avenue to connect with the Westboro Transit Station. This new extension will have a serious effect on the local community causing loss of green space, increased noise and less accessibility to parkland along the river. It is hoped that if this portion of the transitway is necessary you will work closely with us in the planning stage to minimize the impact to the area residence.

Infrastructure

The recent resurfacing of Churchill, Kirkwood Avenue and Scott Street from Island Park to Churchill Avenue have served to underline your commitment to maintaining the road infrastructure in the inner core area and have answered our concerns written in the previous brief. However, we would like to emphasize the importance of the continued regional policy of maintaining the existing inner core road network.

In conclusion, we would again emphasize the established, family oriented nature of our area and the potential harm that pressure for increased housing and expansion from the Ottawa inner city area i.e. highrise development can cause. We are one of several established neighborhoods in Ottawa with this similar problem and with them we have watched the destruction of older established neighborhoods in the inner city core area. In order not to eventually turn Ottawa into a highrise, high density jungle we ask that Regional Government recognize the existence of established city neighborhoods and work towards preserving these valuable assets to the city and region as a whole.

On behalf of the Westboro
Community Association,

R. Robinson
330 Lanark Avenue
Ottawa, Ontario K1Z 6R5

Att.

Attachment to brief re: Transportation page 2

August 26, 1987

Mr. Brendon Reid
Chief Project Planning Engineer
Transportation Planning Division
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Reid:

The residents of Westboro have in recent years observed, with alarm, a very significant build up in traffic through their residential part of the city of Ottawa. Residents of Westboro have been aware of the growth of the city and the increase in the volume of traffic moving from the expanding outer suburbs of the city to the core of the city. More and more of that traffic is moving through the Westboro residential area.

Westboro's Commmunity Association on behalf of all the residents of Westboro have examined, in detail, the build up of traffic and wish to draw to your attention the seriousness of the situation. Churchill Avenue, a two lane residential, northsouth street connecting Scott Street and Carling Avenue, but with no access to the Queensway, is carrying as much or more traffic than the four lane Kirkwood Avenue which has access ramps to the Queensway. With increased growth expected in the city and surrounding satellite communities, this build up will continue on both streets but especially Churchill because it can be accessed from both Carling Avenue and Scott Street. It is becoming increasingly hazardous to cross the street for pedestrians, especially seniors and children. The high noise levels and difficulty in negotiating turns onto streets is becoming serious. The residents are asking that your attention be given to this situation before injuries or the loss of life occurs.

Residents have also been aware of the Region's traffic plans whereby some of the increased volume of traffic would be channelled through an arterial road along Kirkwood north to the river with a new bridge to be built across the Ottawa river. As part of this plan, Kirkwood Avenue was constructed with four lanes from Richmond Road to Carling Avenue with ramps built for access to the Queensway. When plans for the extension of Kirkwood north from Scott Street to the river and the bridge across the river were abandoned, one part of that plan remained in

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As a result of the review of the traffic situation in Westboro, the Westboro Community Association requests that you take immediate action as follows:

1. Establish and action a traffic plan that will minimize the future build up of "through traffic" as it travels through the Westboro community with the view to maintaining Westboro as a residential area.

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With respect to the latter request, the Association recognizes that representations from this Association were made at a much earlier date to delete this extension because of the vibration and major artery to a bridge over the river issues. Both of these problems have been resolved and the Association fully endorses the extension and asks that the Kirkwood extension be put in the plans for the immediate future. Given the estimated cost of this extension and the small size of the project, it is possible that the region could have this project completed when existing remaining funds from a year's budget might not permit a large job to be undertaken. The early completion of this project would also give more time for our first request (noted above) to eventually be acted upon. Otherwise the build up of through traffic on Westboro's residential streets will require that other actions be taken in the very near future.

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... 3

crossroad access to schools, churchs and shopping areas will have to improve dramatically from their current standards. This will be necessary to prevent a fracturing of the existing community into isolated pockets.

Westboro residents have been paying taxes for many years now and have in recent years seen most of this money used to upgrade roads serving the new subdivisions. In light of this, the Westboro Community Association requests that you give Westboro residents your full support by acting on their request for the implementation of the Kirkwood Extension.

Yours sincerely,

Secretary-Treasurer,
Westboro Community Association
330 Lanark Avenue
Ottawa, Ontario
K1Z 6R5

#026

Lambert McCarthy,
Box 785.
Manotick, Ontario, K0A2N0

83C--

oordinator, Planning Committee,
egional Municipality of Ottawa-Carleton,
4th Floor, 222 Queen Street,
ttawa, Ontario, K1P5Z3

OTTAWA-CARLETON
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SEP 4 1981
CLERK'S DEPARTMENT

ear Sir,

equests re revisions to Ottawa-Carleton Official Plan.

) The designation of Lot 13 Concession 1, approximately
10 acres, First Line Road, Rideau Township, formerly the township of North Gower, should not be Agricultural Resource but should be General Rural Area. Lots 11, 12 and 13 and most of lot 14 on the First Line Road are certainly not Agricultural Resource Area.

) The gravel deposits in Concession A, former Township of North Gower are not on lots 11 and 12 as shown on the Region Maps but on lots 12 and 13 with an active licensed gravel pit on Lot 13 Concession A.

) Rideau Township has residential designation on the First Line-lot 12. The houses—

100

five of them are on the First Line - lot 11.
We own one of the houses and hope this will
be changed on the plan.

Thank - you for your attention to these comments.

Yours sincerely,
Lambert McCarthy

#027

The
Proctor & Redfern
Group
Consulting Engineers and Planners

Suite 202, 210 Gladstone Avenue
Ottawa, Ontario K2P 0Y6
Telephone (613) 594-3000

August 31, 1987

E.O. 86640

OTTAWA-CARLETON
RECEIVED
10:10
SEP 4 1987
CLERK'S DEPARTMENT

Chairman & Members
The Regional Municipality
of Ottawa Carleton
Planning Committee
222 Queen Street
Ottawa, Ontario
K1P 5Z3

To Chairman & Members:

THE DRAFT OFFICIAL PLAN
R.M.O.C. & JOCKVALE REALTY

In April of 1986 we submitted, on behalf of Jockvale Realty, a brief respecting the R.M.O.C. Regional Development Strategy (Resource Paper #2) as well as other supporting resource and discussion papers. Our presentation is discussed in your staffs "Consultation Documentation, Summary of Briefs and Staff Response" as #60.

Jockvale Realty own some 281 hectares in Part of Lots 7, 8, 9, 10, 11 and 12, Concession 2 R.F. just south of the Jock River and West of the Rideau River in the City of Nepean.

Our brief indicated general agreement with the postulates upon which the Regional Development Strategy, set out in Resource Paper #2, was founded. We argued, however, that the Regions' estimates of the amount of land needed to accommodate future urban growth was less than we believed necessary. We advanced a number of reasons for our argument which were based in part on a comprehensive, although preliminary, assessment of the land characteristics in the South Urban Centre.

The Draft Official Plan has been modified to take into account the results of a number of additional Studies undertaken since 1985-86. It shows, on Schedule B, a "General Urban Area (Special Study)" in Southern Nepean and Gloucester within which, the text of the plan explains, a South Urban Centre is proposed. Policies in the Draft Plan describe Stage I growth as being in the City of Nepean, north of the Jock River.

.../2

Policy 2.2.3 states that "Council shall undertake a Planning Study, jointly with the Cities of Nepean and Gloucester, to determine appropriate policies for the development of the General Urban Area (Special Study) designated on Schedule B.

We appreciate the reasons for more detailed consideration of the precise boundaries of the South Urban Centre. However, we respectfully submit that the overwhelming weight of evidence, much of which is set out in the "Transmittal Report", "Planning Department Recommendations" and other documents, supports the development of the whole South Urban Centre in the City of Nepean.

Our clients take some comfort from the Official Plan as now drafted, but, it trusts that the Region will ensure that it will be permitted to participate in the planning study contemplated in Policy 2.2.3 and other deliberations as may be appropriate so that it may advance cogent arguments for the inclusion of it's land in the South Urban Centre; when the final boundaries are drawn, servicing system capacities are determined, road requirements are settled and other facilities or matters are considered.

Our clients appreciate the opportunity to comment on the Draft Plan which is the culmination of a tremendous amount of work by many dedicated professionals on the Regions staff.

Yours very truly,

Proctor & Redfern Limited

M.J. Bacon, B. Arch., M.C.D., M.C.I.P.
Director of Planning and Senior Consultant

mjb/cfc

#028
850-2

September 4, 1987

OTTAWA-CARLETON
RECEIVED
10:09
SEP 4 1987
CLERK'S DEPARTMENT

Planning Committee Coordinator,
14th Floor, 222 Queen Street,
Ottawa, Ontario,
K1P 5Z3

Dear Madam,

Please find attached a brief to the Regional Planning Committee on the Draft Official Plan. This brief has been prepared by the Ottawa East Community Association in order to put before the committee our views and concerns about the plan as it now stands.

Yours Truly,

Vice-President,
Ottawa East Community Association,
64 Marlowe Crescent,
Ottawa, Ont.,
res: 235-9618, bus: 567-2526

BRIEF TO REGIONAL PLANNING
COMMITTEE
ON THE
DRAFT OFFICIAL PLAN

OTTAWA EAST COMMUNITY
ASSOCIATION

3 September 1987

Introduction

The purpose of this brief is to outline the concerns of the residents of Ottawa East with respect to major roadways that are planned to be built through our neighbourhood. The Queensway Corridor, the Alta Vista Parkway and the Nicholas/ Industrial connector are three planned routes that, if implemented, will distroy a large portion of our inner-city neighbourhood without significantly improving the Region's transportation system. We suggest that the Regional Official Plan should demonstrate support for maintaining the qualities that have made Ottawa's inner areas special, and promote development alternatives that minimize the need for expensive, disruptive road expansions.

Overview

Ottawa East, one of the Region's oldest neighbourhoods, is situated between the Rideau River and the Rideau Canal, south of downtown. Our proximity to downtown and the Queensway has meant an ever increasing volume of automobile traffic using our neighbourhood as a shortcut to other destinations. Also, the Transitway traverses our neighbourhood. Decision makers must remember that inner-city neighbourhoods represent a vital part of the fabric of the Region, and are not just a conduit for automobile traffic.

The Queensway Corridor

The proposed roadways comprising the Queensway Corridor have been recommended by Regional planners as a Tier Two facility, or possibly a Tier One facility depending on the location of future growth in the Region. The stated purpose of the Corridor is to take some traffic off of the Queensway and instead force it through inner-city neighbourhoods. The real effect of this scheme will be to ram six lanes of traffic through the middle of Ottawa East and several other neighbourhoods in the inner city. To quote the Transportation Component paper of the Official Plan Review, "Additional road capacity in the Queensway Corridor is not feasible without extreme impact."

What cannot be found in the Draft Plan or any of its supporting documents is any consideration of this extreme impact. There is no consideration of:

- how many homes must be destroyed to build the new roads;
- how much the expropriation of homes and the road and bridge construction will cost;

The Queensway Corridor (continued)

- how short a time it will take before traffic expands to make the Queensway Corridor obsolete;
- other transportation alternatives.

Our Community Association has continually asked Regional planners to answer these questions; the response of the planners has been to say the such "specific design considerations" are not appropriate in an Official Plan, and will only be looked at immediately prior to the actual design of the roadway.

This process, in our view, is exactly backwards to what it should be. We cannot support an Official Plan that chooses not to allow residents to have knowledge of how the plan will ultimately affect our neighbourhood.

The Queensway Corridor should be removed from the list of proposed Regional roads in the Official Plan. Staff should be directed to complete a proper analysis of all the costs and benefits of the Corridor; only then can elected representatives and citizens make informed decisions on future roadways.

Alta Vista Parkway and Nicholas/Industrial Connector

The intended purpose of these proposed raodways is to allow more cars to travel from suburban areas, through inner-city neighbourhoods, to the central area. As with the Queensway Corridor, Regional planners have given none of the essential details that are required in order to make informed decisions. Where will the bridges over the Rideau River be build? Will homes be expropriated? What will it cost? What is the environmental impact on the important woodlands near the Rideau River?

Other Transportation Alternatives

The Draft Plan demonstrates that other than the Transitway, little effort has been expended to consider alternatives that will reduce the dependancy on cars and promote other forms of mass transit. The transportation planners are basically telling us that we have no alternatives: all the roadways in the plan must be built, and the only question is the order of their priority. In a document as forward-looking as the Regional Plan is supposed to be, this is a serious omission.

Main Street

Schedule C2 of the Draft Plan shows the suggested right-of-way for Main Street as 20 metres. We strongly support that this be the maximum right-of-way and ask that staff be directed to study the possibility of reducing the road width so as to allow the widening of sidewalks. The current sidewalks are well under recommended widths, yet widening away from the street is not possible because adjacent home-owners have been left with very little land after previous road expansions.

Waterfront Open Space

Schedule B of the Draft Plan fails to recognize two parks in our neighbourhood that front onto the Rideau River, Brantwood Park and Springhurst Park, as Waterfront Open Space. We request that they be designated as such. Accordingly, it will be assured that these areas can then be maintained for outdoor recreation and are not adversely affected by surrounding uses, as per Section 8.3.3 of the Draft Plan.

#029

CITY OF KANATA
150 KATIMAVIK ROAD, KANATA, ONTARIO K2L 2N3 TELEPHONE (613) 592-4281

830-2

September 3, 1987

VIA COURIER

OTTAWA-CARLETON
RECEIVED
10:00
SEP 4 1987
CLERK'S DEPARTMENT

A.T. MacEachern, Coordinator
Planning Committee
Regional Municipality
of Ottawa-Carleton
c/o Regional Clerk's Department
14th Floor
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Re: Comments on Draft Official Plan for Ottawa-Carleton,
Your File: 125-8; Our File: P.D.G. 1028

Dear Ms. MacEachern:

Enclosed herewith is a copy of Attachment No. 1 to City of Kanata Report 290-09-87. This contains the comments by the City of Kanata on the draft Official Plan for the R.M.O.C. Planning Area. Also enclosed is a certified true copy of the Council resolution by which Kanata Council adopted this Attachment.

Let me also confirm that I will attend the Official Plan Hearings from 10:35 to 11:00 a.m. on September 15, 1987. Thank you.

Yours truly,

Carol Timusk

Carol Timusk
Planner

CT/bhk
Encl.

CONTAINS RECYCLED DE-INKED FIBRE

CITY OF KANATA
150 KATIMAVIK ROAD, KANATA, ONTARIO K2L 2N3 TELEPHONE (613) 592-4281

I, Maureen Meikle, Deputy City Clerk for the Corporation of the City of Kanata, do hereby certify that the following is a true copy of a resolution passed by Kanata City Council at a meeting held on September 1, 1987.

THAT Attachment No.1 to Report 290-09-87 be adopted as the comments of the City of Kanata on the draft regional Official Plan subject to the following amendments.

- Page 6, subparagraph (h) should be amended to read: "Kanata Council hereby requests that a timeframe and minimum threshold amount of travel be specified in Policy 5 on page 11-5 of the Plan to indicate when Tier 1 road improvments would be undertaken.

  In addition, Kanata Council recommends that a third priority be established for transitway/transit station works in Policy 19 on page 11-9. Third priority would include the extension of these works to the south urban centre, plus any other extensions of transitways that might arise in the years after 2,000. In conjunction with this, Kanata Council requests that policies of Section 11.4.2 indicate a timeframe for extensions of the transitway to the west and east urban communities' primary employment centres and tie the provision of these extensions to employment thresholds in the primary employment centres."

- Page 7, subparagraph 5(a)(iii)/in the 5th line and 6th line should now read:

  "River in the east half of Lot 29 and west half of Lot 30, Concession XI (formerly in Goulbourn Township)."

- In the next sentence, delete reference to "Walter Baker Park".

- In the 17th line down (or in the 3rd sentence) after the word "Queensway", add the words: "a 5-acre, a 2-acre and"

CONTAINS RECYCLED DE-INKED FIBRE

- In the 19th line down after MVCA change the verb from "is" to "are".
- Page 7, subparagraph 5(b) in the 4th line after the words "General Rural Area" add .."except for Walter Baker Park in parts of Lots 29 and 30, Concession XII (formerly Township of Goulbourn)."

GIVEN under my hand and the Seal of the said Corporation at the City of Kanata this 3rd day of September, 1987.

M. Meikle
Maureen Meikle, AMCT(A)
Deputy City Clerk

ATTACHMENT NO. 1
Report 290-09-87

COMMENTS BY THE CITY OF KANATA ON THE DRAFT OFFICIAL PLAN FOR THE OTTAWA-CARLETON PLANNING AREA, SEPTEMBER, 1987

Council for the City of Kanata is pleased to see the draft revised Official Plan for Ottawa-Carleton; after all, it represents the near culmination of a monitoring and review process that began in 1981 with the results of the 1981 population Census. The new document is more concise and orderly than the original regional Official Plan and for this regional planning staff are commended.

Nevertheless, Kanata Council finds several points of confusion and some contradictions in the new draft Plan, which it feels should be clarified before Planning Committee recommends the Plan for adoption. One of these concerns the amount of regard that was given to relevant economic matters, as required by the Planning Act, 1983.

In addition, Kanata Council hereby requests that certain changes be made to the draft Plan to ensure that there is conformity between the Regional Plan and some land use initiatives that the City is about to incorporate into its own revised Official Plan. Also, some changes are requested in order to clarify Region's intention or the choices available to area municipalities.

The matters which Kanata Council wishes to see addressed before the draft Plan is recommended for adoption are as follows:

1. Contradiction Concerning the Overall Amount of Land designated for Urban Development

On pages 1-2, 1-3 and 2-2 the following statements are made:

"Beyond 2001 the (growth) projections are, of necessity, more tentative. For this reason, this Plan does not designate Urban land to meet requirements much beyond 2001 until economic and demographic trends are clearer." (pages 1-2 to 1-3)

"The designation of urban land is based on accommodating the households and jobs associated with a regional population of 725,000, which may occur early in the next century." (p. 1-3)

"... this plan does not designate urban lands greatly in excess of needs" (p. 2-2)

But, the Plan then goes on (p. 2-2) to specify that 28,000 hectares are designated for urban development in order to provide a suitable margin of surplus to the year 2001. Yet the chart on Page 1-3 indicates that 28,000 hectares is greatly in excess of the established need for urban land since it is 1900 hectares (4,695 acres) more than the amount projected to be needed in the year 2011, and it is 4300 hectares (10,626 acres) more than the urban land needed to meet the projected population in the year 2001.

An excuse given for designating such a large amount of land for urban growth is that the next Official Plan review will be in 5 years (1993) and any changes seen to be needed then could take as long as to the year 2001 to achieve ministerial approvals. Since the 28,000 hectares is so much more than appears to be needed even at the year 2011, this excuse does not make sense.

Also, a statement on page 10-2 of the draft Plan indicates that the funds needed to complete all the necessary work to extend trunk services concurrently to Stage 1 lands in all three urban centres and the remaining vacant lands inside the greenbelt will not likely be available until the mid 1990's. If this is the case, then what could be more logical than to wait till 1993 to review the need for additional urban land, and the Region's ability to pay to service it. If the draft Plan is really using the year 2001 as its horizon, and it might take till then to get ministerial approval for another revised Plan, then it should be safe to designate now only enough urban land to meet the projected requirement for the year 2001. Designating too much land for urban development now could raise expectations that this land would be brought on-stream by the year 2001, whereas it might not be required until 10 to 20 years beyond 2001.

2. Confusion About the Staging Policies for the South Urban Centre and a Need to Have a 10-Year Supply of Serviced Land Within Stage 1 Lands.

a) In 1979 the Ontario Municipal Board made changes to the original Ottawa-Carleton Official Plan to clarify the staging of urban development and the criteria which would trigger additional lands coming on stream. An urban community of approximately 100,000 persons was permitted west of the greenbelt, an urban community of approximately 75,000 persons was permitted east of the Greenbelt, and an urban community of 75,000 to 100,000 persons was permitted in the south part of Nepean and the south part of Gloucester. However, the development of the East Urban Community and the south part of Gloucester was to be phased to coincide with the timing of the provision of regional services such as trunk water mains and sewers and transportation facilities and any other matters of regional concern (pages 2-11 and 2-12 of the existing Official Plan).

Consequently, Stage 1 lands were identified as lands within the inner limit of the greenbelt, Bells Corners, Blackburn Hamlet, the West Urban Community, the East Urban Community and the Barrhaven portion of the South Urban Community. (p 2-14 existing Plan). The rest of the lands required for the south urban community were to be brought on-stream when Region could afford to provide services to them. This was reflected on Schedules "A" and "B" where only Stage 1 lands were designated for urban development.

Now it appears desirable to add more of the lands in the South Urban Community to the Stage 1 lands. Specifically mentioned in policy 2 on Page 2-9 of the draft revised Plan is: "the portion of the south urban centre in Nepean north of the Jock River." Kanata Council has no objection to including additional lands in the Nepean portion of the S.U.C. in Stage 1 lands, but it objects to the change between the existing Plan and the draft revised Plan whereby all of the lands contemplated for the S.U.C. are designated urban on Schedule "A" (policy 1(d) on page 2-8 and the appropriate Schedules).

At the top of page 2-4, objective 5 indicates Region intends to adopt a staging policy for the urban areas "which balances the orderly and economical provision of infrastructure with the need for an adequate supply of urban land with trunk sewer and water services". Yet the designations on Schedules "A" and "B" do not reflect a staging policy at all.

If the amount of land in Nepean north of the Jock River which is to be brought into Stage 1 cannot be determined precisely until the study proposed in policy 3 on page 2-9, then let the study proceed and the new plan be amended accordingly when the additional lands to be designated are identified.

Related to this problem is policy 5 on page 2-9 which states that an amendment to Schedule "B" may be adopted to permit the servicing and development of additional residential and industrial areas in the Stage 1 portion of the south urban centre north of the Jock River before the Study in policy 3 is completed. Why is it necessary to mention this? Similarly, policy 5 on page 3-6 states that a Regional Shopping Centre in the town centre for the Nepean portion of the south urban centre will be designated by amendment to the Plan. Since the location of a town centre for the S.U.C. is one of the items to be included in the study outlined in policy 3 on page 2-9, why is policy 5 on page 3-6 mentioned now? Is it not obvious that these matters will have to be the subject of an amendment to the revised Plan if they are not shown now?

b) In Section 2.1.6 of the draft revised plan, it is stated that it is "desirable that trunk sewer and water services be progressively extended such that the amount of serviced residential land on a regional basis approximates a ten-year supply". This is repeated in objective 11 on page 2-6, policy 8 on page 2-9, in paragraph 2 of Section 10.1.1 on page 10-1, and objective 3 on page 10-2. Yet the only reason given in the plan for having a 10-year supply of serviced land is that this was the average amount of serviced residential land supply in Canadian metropolitan areas through the early 1980's. The growth rate of these metropolitan areas relative to that of Ottawa-Carleton is not explored, so that it is possible that the 10-year average indicates an over-supply of serviced residential land through the early 1980's when international and national economic matters caused a slow-down in the growth of western cities, for example.

On page 6-1 of the draft Plan the objective for ensuring sufficient serviced land to meet housing needs is to maintain only a 2-year supply of vacant land for each housing type. During the 1974 to 1987 period, there has been only a 1- to 3-year supply of serviced residential land and yet there has not been a time when the supply was held up through a lack of serviced land. Rather, in Kanata's experience there has only been a time when Region was reluctant to approve plans of subdivision in the West Urban Community on account of insufficient sewage capacity at the

Watts Creek Treatment Plant.

Kanata Council therefore requests that policy 8 on page 2-9 and other text references to a 10-year supply of serviced land be deleted and that objective 11 on page 2-6 and objective 3 on page 10-2 be revised to read:

"As a matter of first priority, works will be undertaken to substantially complete the servicing to Kanata and Orleans urban centres in advance of providing trunk services to the Stage 1 area in the S.U.C.. Also to be included as a first priority are the upgrading of the Green Creek pollution control centre and the Britannia and Lemieux water filtration plants."

The first part of this statement is taken from page 2-5 of the draft Plan. The second part is requested as a result of Kanata's experience with Region's ability to keep up financially with even a short-term supply of serviced residential land.

3. Additional Background Information Requested Before Draft Plan is Recommended for Adoption

At the bottom of page 2-5 there is a statement which reads: "It is not appropriate to include a detailed servicing sequence for Stage 1 lands in this Plan." While Kanata Council agrees that such a sequence is not appropriate in an Official Plan, it nevertheless requests Regional Planning Committee to produce such a sequence before recommending the draft Plan for adoption.

Background studies since 1984 have shown costs for each part of the infrastructure required to achieve the desired development strategy, but these costs are never put in sequence or into the time-frame contemplated for the Plan. Priority is to be given to servicing (water and sewer) the east and west urban centres (policy 1 on page 10-2), a Tier 1 and Tier 2 program of roads development is identified in Section 11.2.2, and a first and second priority is established for transit way and transit station development in Section 11.4.2. Yet there is nothing to indicate that it will be financially feasible for Region to produce the first priority works or when they might be in place relative to the expected population and job growth in each area. Most of the information provided to date indicates that funds will be limited until the 1990's for water and sewer extensions; this may also be true for completion of the 31 kilometre transit way system from Baseline/Woodroffe to Blair Road and Hunt Club Road. Some of the roads identified as Tier 1 works for the Western Corridor (widening of Eagleson and March Roads) are needed now to meet the travel demands of existing development in Kanata, West Carleton, and Goulbourn Townships.

Kanata Council cannot support the proposals in the draft Plan until this servicing sequence for, at the least Stage 1 lands, Tier 1 roads and first priority transit way works has been produced as supporting background to the development strategy and phasing policies of the draft Plan.

4. Specific Wording Changes Requested in Various Parts of the Draft Plan

   a) Policy 4 on page 2-9 should have the words "land use" inserted before the word "opportunities" in the first line. In this way it will be clear that only through land use designations can area municipalities really provide opportunities for jobs in their local official plans. They may take other measures, such as aggressive land banking of industrial lands or even desired commercial development, but the policy needs clarification that there is an option to do more - not a requirement.

   b) Also in policy 4 on page 2-9, if the maximum number of households is to be specified now, rather than an approximate population as in the existing Plan, then Kanata Council requests the maximum number of households for Kanata to be set at 35,000.

      30,000 units at an expected persons-per-unit count of 3 would result in only 90,000 population. 35,000 units would be just over 100,000 if the person-per-unit count remained at 3. It is expected to drop to 2.4 by 2001 (p. 1-2 draft Plan). It should be noted that whereas the existing Official Plan projected a population of approximately 100,000 for the west urban community, 4,000 households or 12,000 persons in Stittsville are now to be supported by servicing capacity previously set aside for only the Western Urban Community.

   c) Kanata Council objects to the inclusion of "significant wildlife habitats" in a list of criteria that might make General Rural Area lands unsuitable for development. It is the belief of this Council that protection of wildlife habitats is the responsibility of the Ministry of Natural Resources, not local municipalities, and that the attempt to accommodate both projected growth and wildlife habitats are in reality contradictory goals. This is especially so when what is contemplated is an urban centre of 100,000 people. A centre this large is bound to have an impact on the countryside around it such that the area will be quite unsuitable for wildlife, by nature.

   d) Kanata Council suggests that the word "or" be added after policy 15(a) on page 4-5 so that country lot subdivision may be approved where there is an average lot size of 0.8 hectares, rather than each lot meeting this as a minimum, without the need to have a recreational facility, such as a golf course, with each subdivision where the averaging policy is applied. For example the retention of a communal woods or other feature may make it desirable to approve an average lot size too.

e) Kanata Council requests that policy 17 on page 4-6 be modified to include the possibility to approve country lot development on lots smaller than 10 hectares where there is either sufficient mature trees and/or topographic variety or buffering can be provided such that housing on the site is not visually dominant from the collector or arterial roads.

This latter point, to ensure that subdivision housing does not dominate the rural landscape, is the true regional objective. There are other policies which would limit the location of rural subdivisions (see policy 14 on page 4-5), it does not have to be done incidentally by policy 17. If the latitude to buffer subdivisions from other than local roads is not built into the Plan, municipal and regional staff will be wrangling over what constitutes "attractive" sites with "sufficient" mature trees or topographic variety.

f) Kanata Council requests that the wording of policy 12 on page 6-4 be changed so that area municipalities are not obliged to permit group homes in all areas where residential uses are permitted. Kanata is presently working on a group home policy to be incorporated in the City's new Official Plan. Until the policy is established, with Community Association input, policy 12 is too general and too limiting to be acceptable.

g) Early in 1987, Kanata staff responded to a request from regional Planning staff to comment on proposed policies for storm water management. One request Kanata staff made was to clarify whether the storm water management studies carried out for Hazeldean North, the Kanata North Business Park, south March Energy Conserving Community, Marchwood-Lakeside and Bridlewood would serve as master drainage plans as per policy 1 on page 10-5 of the draft Plan. Kanata Council hereby requests a response on these comments on policies in Section 10.2.2 before the draft plan is adopted.

h) Kanata Council hereby requests that a time-frame and minimum threshold amount of travel be specified in Policy 5 on page 11-5 of the Plan to indicate when Tier 1 road improvements would be undertaken.

In addition, Kanata Council recommends that a third priority be established for transitway/transit station works in policy 19 on 11-9. Third priority would include the extension of these works to the south urban centre, plus any other extensions of transitways that might arise in the years after 2000. In conjunction with this, Kanata Council requests that policies of Section 11.4.2 indicate a time-frame for extensions of the transitway to the west and east urban communities' primary employment centres and tie the provision of these extensions to employment thresholds in the primary employment centres.

5. Changes to be Made to Boundaries or Designations on Schedules "A" and "B" and other Schedules as Relevant

a) Kanata Council hereby requests Region to extend the boundaries of the urban area designations or shapes on all relevant Schedules to include the following lands within the urban boundary:

   i) the north half of Lot 9 and Lot 10 Concession IV (former March Township) from March Road (Regional Road 49) east to the railway line (about 51 hectares or 126 acres);

   ii) the north half of Lot 9 and Lot 10, Concession III (former March Township) from Second Line Road road allowance east to hydro easement (about 27 hectares or 80 acres);

   iii) the lands east of the First Line Road road allowance in Lots 1, 2 and 3, Concession II of the former Township of March and lands east of the 100-year flood plain of the Carp River in the east half of Lot 29 and west half of Lot 30, Concession XI (formerly in Goulbourn Township). Most of this land is already in use for institutional uses or will be: Kanata Hydro and City of Kanata works depot, Salvation Army Hospital, M.T.C. yard. Only a 30-acre and a 6-acre parcel of land, both of which abut Terry Fox Drive, would be included in the urban area designation north of the Queensway and south of where the Marchwood-Lakeside border bulges into Concession I. South of the Queensway, a 5-acre, a 2-acre and about 27 acres of a parcel of land which is bisected by expropriations on the part of M.V.C.A. are located between the Carp River and Terry Fox Drive. To continue to call this "agriculture" when it has not been farmed for years and when it is so small and abuts an arterial road is unrealistic. The Carp River itself and the M.V.C.A. ownership are a barrier to further extending the urban designation to the west side of the River.

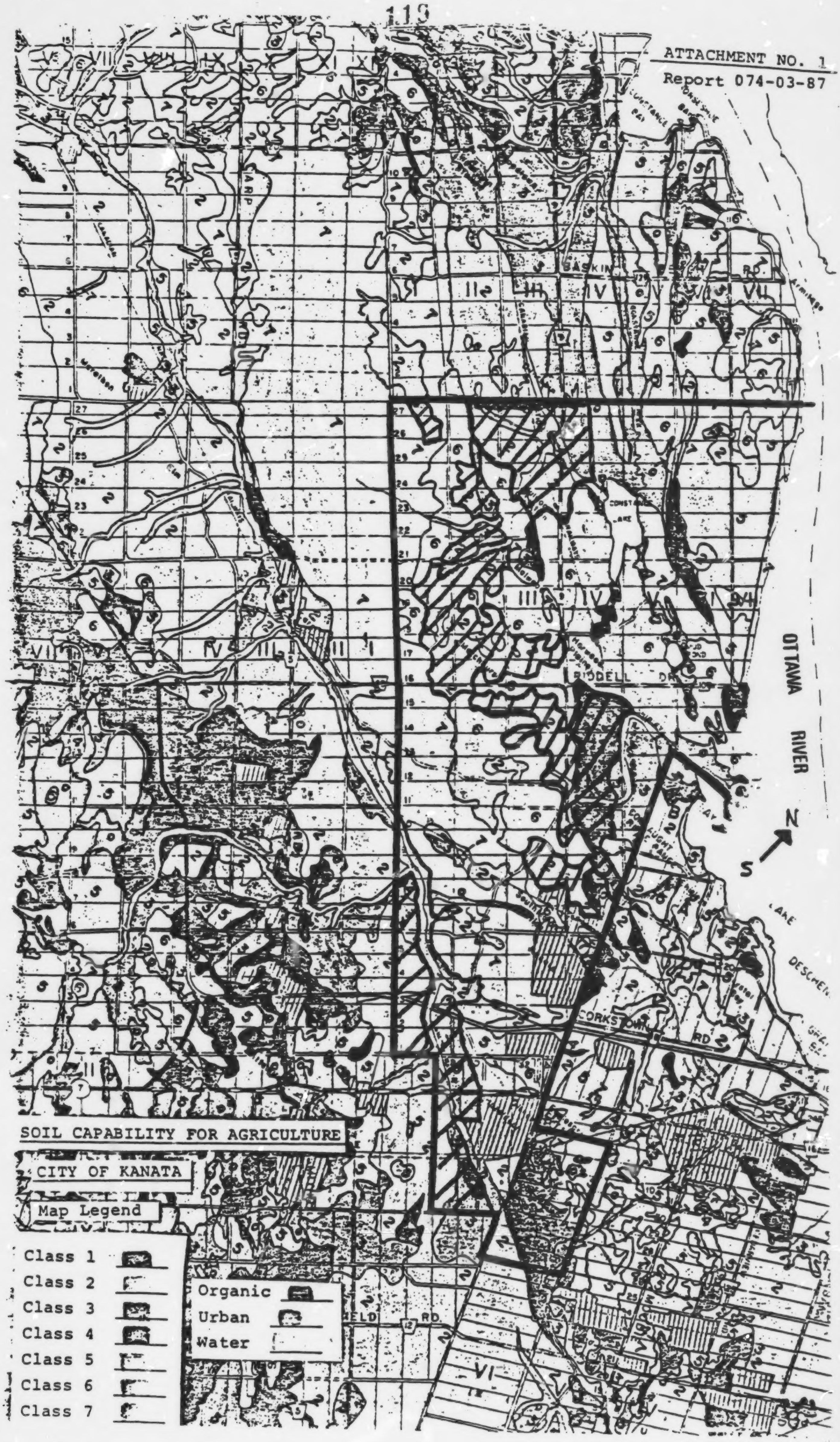
b) Kanata Council hereby requests that all lands within Kanata which are designated "Agricultural Resource Area" be changed to "General Rural Area" except for Walter Baker Park in parts of Lots 29 and 30, Concession XII (formerly of Township of Goulbourn). Early this year Kanata staff undertook a review of lands designated "Agricultural Resource" within this City. The findings of the study were that all of the City's prime agricultural land is eligible to be included in a marginal land use designation under the criteria of the proposed Policy Statement of Foodland Preservation put out in April, 1986. The criteria are that the land be marginal for agriculture, that the area have a high level of land fragmentation or a strong intermix of existing uses such that continued agricultural activity is not practical within the area.

Farming is not the economic base for the small, rocky terrain that comprises the Rural Area of Kanata.

There are only four areas within the City where Class 2, 3 or 4 soils are found; the one and only pocket of Class 1 soil is within Bridlewood. Each one of the four areas is bisected by major roads, major rivers, or pockets of non-agricultural soil. The four areas within Kanata's borders are simply skimpy extensions of much larger pockets of good soils found in neighbouring municipalities where farming definitely is a part of the rural economy. (See the attached map for confirmation of these statements.)

ATTACHMENT NO. 1

Report 074-03-87



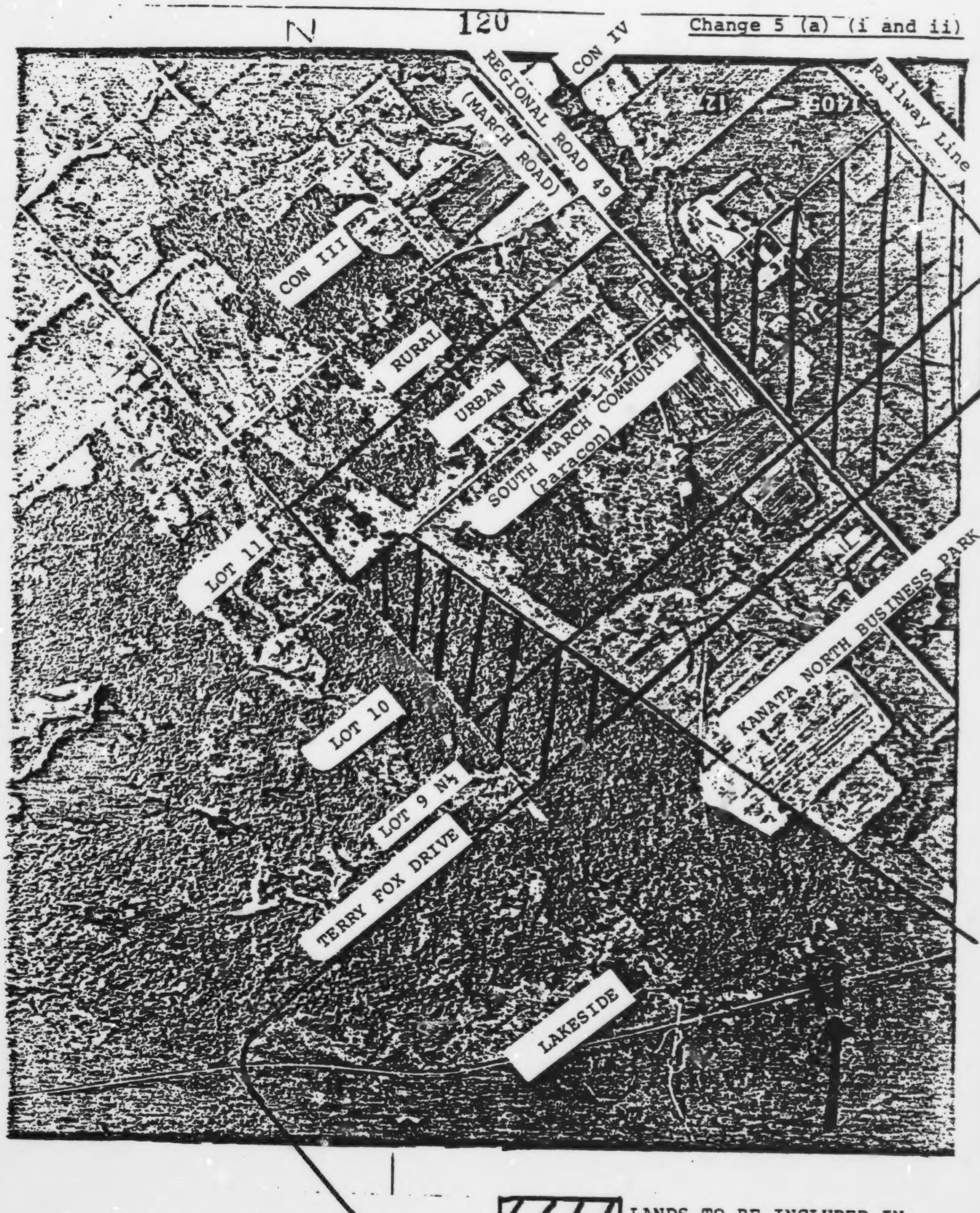
SOIL CAPABILITY FOR AGRICULTURE

CITY OF KANATA

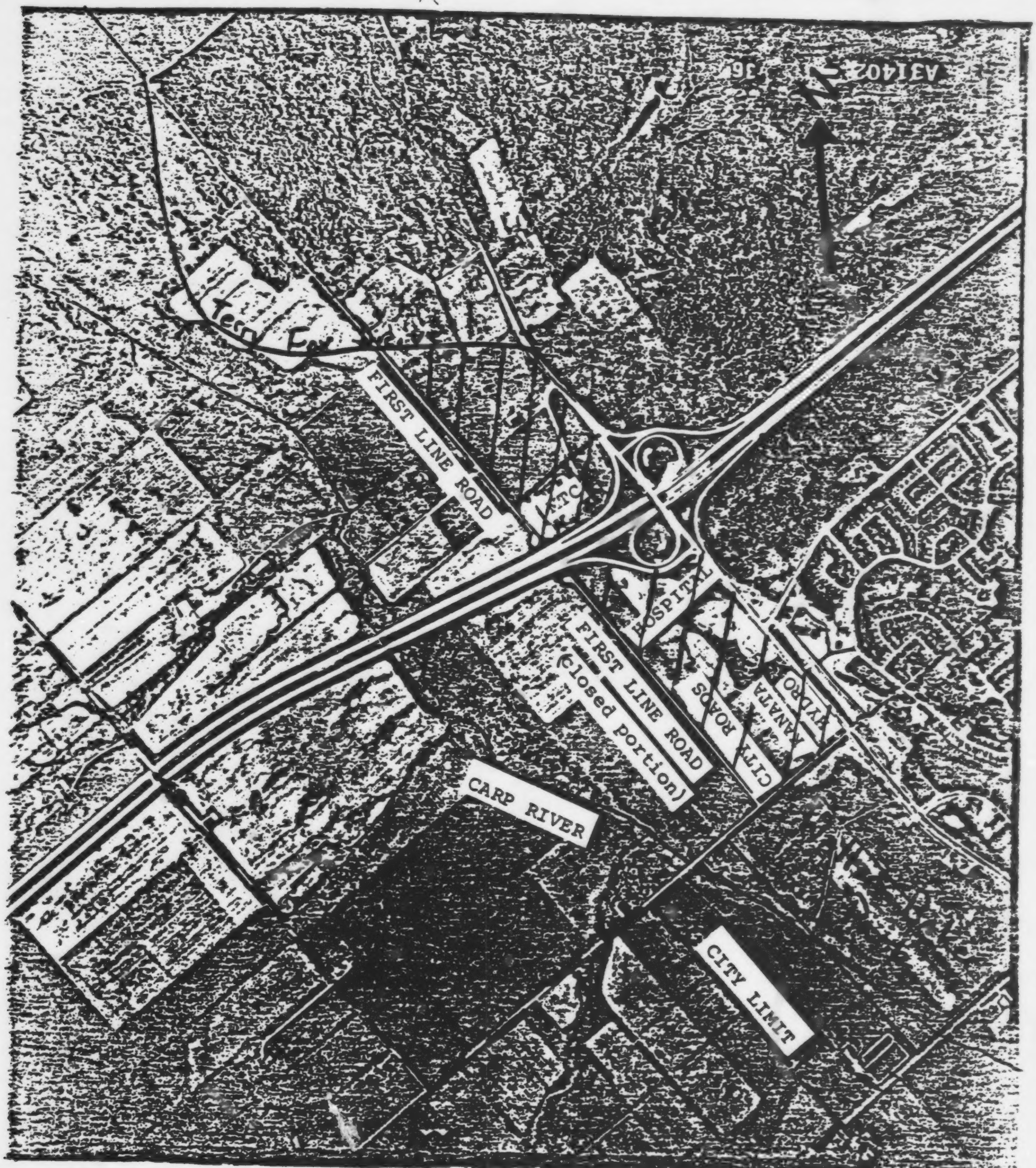
Map Legend

Class 1
Class 2
Class 3
Class 4
Class 5
Class 6
Class 7
Organic
Urban
Water
OTTAWA RIVER
N
S
LAKE DESCHENES
CARP
GASKIN
RIDDELL DR
CORKSTOWN RD
RD
VII
IX
XI
II
III
IV
V
VI

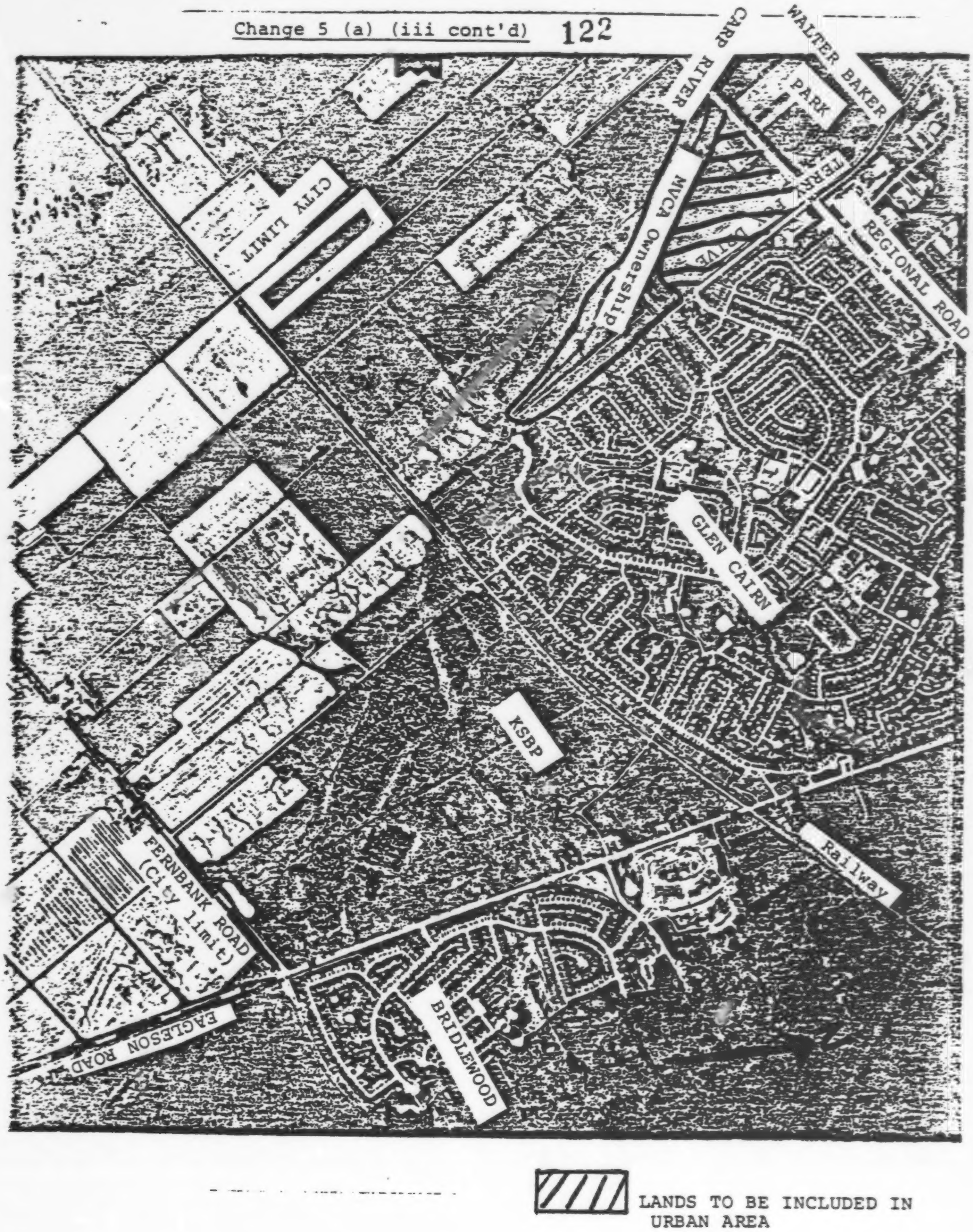
Change 5 (a) (i and ii)


N
CON IV
REGIONAL ROAD 49
(MARCH ROAD)
12
405
Railway Line
CON III
RURAL
URBAN
SOUTH MARCH COMMUNITY
(Paracon)
LOT 11
LOT 10
LOT 9 N½
TERRY FOX DRIVE
KANATA NORTH BUSINESS PARK
LAKESIDE

▨ LANDS TO BE INCLUDED IN URBAN AREA


A31402 36
N
FIRST LINE ROAD
HOSPITAL
FIRST LINE ROAD
(closed portion)
CITY ROADS
KANATA
HYDRO
CARP RIVER
CITY LIMIT

▨ LANDS TO BE INCLUDED IN URBAN AREA


WALTER BAKER
PARK
CARP RIVER
MVCA Ownership
TERRY FOX DRIVE
REGIONAL ROAD
CITY LIMIT
GLEN CAIRN
KSBP
Railway
FERNBANK ROAD
(City limit)
EAGLESON ROAD
BRIDLEWOOD

▨ LANDS TO BE INCLUDED IN URBAN AREA

123

#030

Soloway, Wright, Houston, Greenberg, O'Grady, Morin

Barristers, Solicitors and Notaries
Avocats et Notaires

HYMAN SOLOWAY Q.C. LL.D
GERALD R. MORIN Q.C
JAMES L. SHIELDS
SUSAN M. GIBSON
LAWRENCE J. SOLOWAY
DOUGLAS B. KELLY
ANDREW J. RAVEN
KENNETH J. WEBB
LYON LIGHTSTONE
DANIEL M. LOGUE
M. CLAUDIA MORROW
JOHN E. MOSS
PHILLIP G. HUNT
KATHERINE YOUNG

IRVING GREENBERG
ABRAHAM FEINSTEIN Q.C
F. JAMES HOLMES
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83--

DIRECT LINE/LIGNE DIRECTE: 782-3216
FILE/DOSSIER NO.: 1228-1002

September 3, 1987

OTTAWA-CARLETON
RECEIVED
SEP 4 1987
CLERK'S DEPARTMENT

Planning Committee Co-Ordinator,
Regional Municipality of
Ottawa-Carleton,
14th Floor,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

Dear Sir:

Re: Part of the West half of Lot 30, Conc. 11 (formerly Goulbourn), now in the City of Kanata - lands owned by John Steenbakkers

On April 25, 1986 and August 26, 1987, we wrote to you making submissions on behalf of our client John Steenbakkers with respect to his lands immediately adjacent to Glen Cairn in the City of Kanata. We will be appearing before the Regional Planning Committee on Wednesday, September 16, 1987, at 9:45 to make submissions in this regard and at this time wish to provide additional documentation for the review of the members of the committee.

You will find as attachment number 1 a sketch of the lands owned by John Steenbakkers. Please note that the property is comprised of two separate parcels being a fourteen hectare (thirty-five acre) parcel adjacent to the railway track and an eleven hectare (twenty-nine acre) parcel which has frontage on Hazeldean Road. The lands are separated by a twenty-one hectare (fifty-four acre) parcel expropriated by the Mississippi Valley Conservation Authority as a water retention pond in 1977.

These lands have not been farmed in any capacity whatsoever for at least ten years and have very little agricultural potential. Nevertheless, they have been designated agricultural resource in the Regional Official Plan.

It is our client's position that these two parcels should be included in the urban area or should at least have a special designation to permit use in the agricultural area which supports the adjacent residential development. Our client, for example, has been contacted by a church group which has an interest in the site at the corner of Hazeldean Road and Terry Fox Drive. This would also be an excellent location for a gasoline station, a tennis club or other institutional or small business uses.

With respect to the fourteen hectare parcel to the rear, again this would be an ideal location for institutional uses of one kind or another. We note that the current Official Plan for the Regional Municipality of Ottawa-Carleton permits limited institutional uses in the agricultural resource area (see Official Plan Amendment No. 25). This does not appear to have been carried over into the draft Official Plan being currently considered by the Region. As such the draft official plan is more restrictive. It is proposed that special consideration be given to at least retaining the existing situation by permitting institutional uses on this parcel.

There has also been considerable demand for a designation other than Agricultural Resource north of Hazeldean Road where there are lands owned by the Grace Hospital and by Hydro, and by some private development companies. Please also note that the Official Plan of the Region approved in 1973 would appear to have designated the west half of Lot 30 as "Principal Urban" (although the position of the Region has been that the division between the "Agricultural Resource Area" and the "Principal Urban Area" was intended to be vague until such time as the Western Boundary Road alignment had been established.) This mapping has been carried over into some of the plans which form part of the draft Official Plan. I refer for example to Schedule "H" of the Draft Official Plan which includes Lot 30 in the Urban Area.

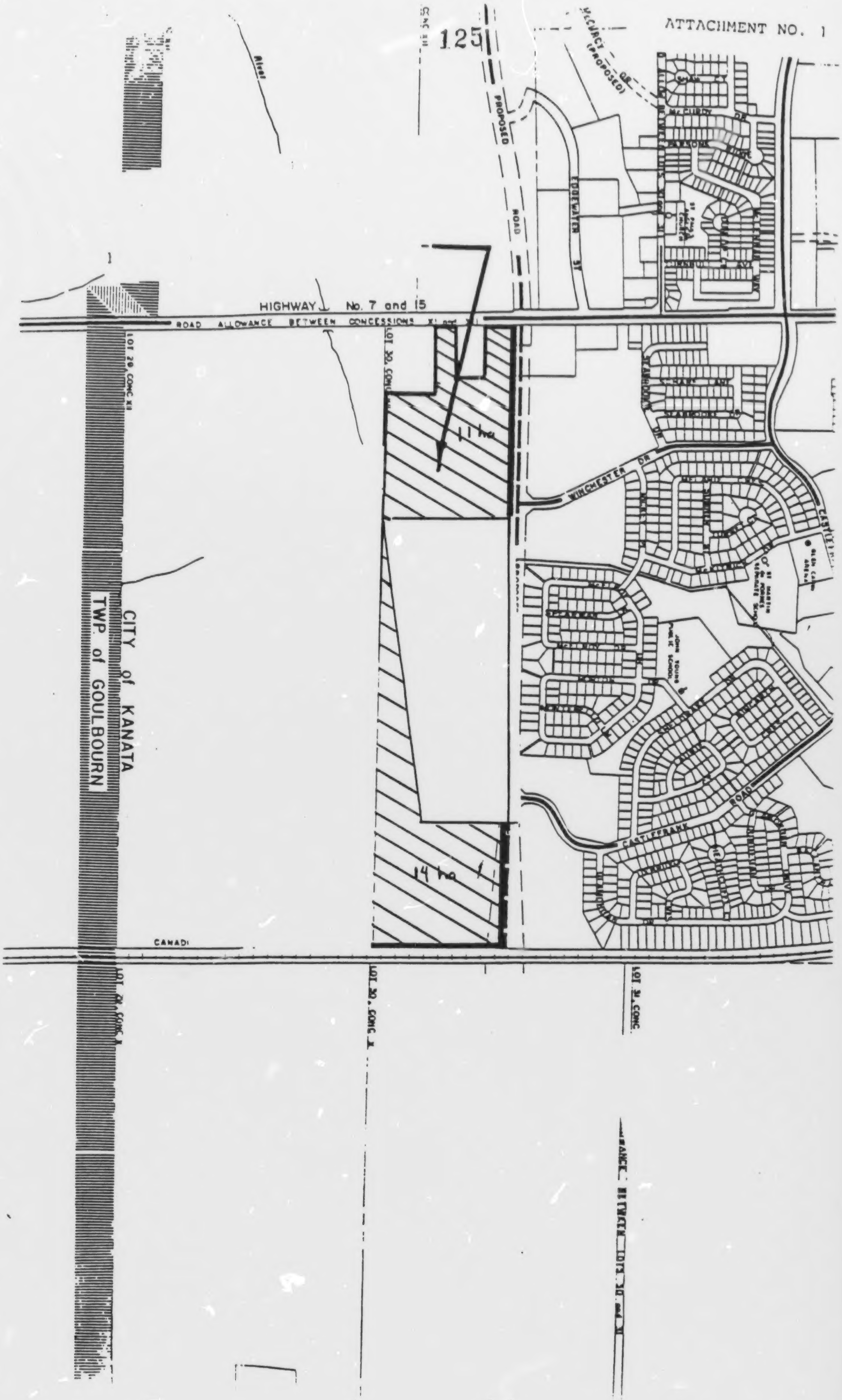
We are enclosing herewith photographs of the subject land which depicts its unsuitability for agricultural use as well as an agricultural feasability study which on page 3 specifically deals with the West Part of Lot 30 and in particular describes the eleven hectare parcel of land adjacent to Hazeldean Road as follows: "The size of the parcel, the drainage and the quality of soil are all good reasons why the land has not being used for agricultural purposes for many years".

In addition I wish to draw particular attention to members of Planning Committee that the City of Kanata at its meeting of September 1, 1987, have recommended that at least the eleven hectare parcel be included in the urban area. We strongly urge you to accept this recommendation.

Yours very truly,

Janet E. Bradley
JEB:bf
Encls.

ATTACHMENT NO. 1


CITY of KANATA
TWP of GOULBOURN
HIGHWAY No. 7 and 15
ROAD ALLOWANCE BETWEEN CONCESSIONS XI and XII
LOT 29, CONC XII
LOT 29, CONC X
LOT 30, CONC X
LOT 31, CONC
CANADI
PROPOSED ROAD
McCURDY DR (PROPOSED)
EDGEWATER ST
WINCHESTER DR
CASTLEFRANK ROAD
JOHN YOUNG PUBLIC SCHOOL
GLEN CAIRN ARENA
11 ha
14 ha
River

AN EVALUATION OF THE AGRICULTURAL POTENTIAL OF PARTS OF LOTS 29 and 30, CONC. 11, KANATA

M. Tessier
Senior Consultant
Agribusiness Ltd.

AN EVALUATION OF THE AGRICULTURAL POTENTIAL OF PARTS OF LOT 29 and 30, CONC. 11, KANATA

THE LOCATION

The lands subject to this evaluation are described as the East half of Lot 29 and the West half of Lot 30, Conc. 11, City of Kanata. The location of the lands in the City of Kanata is shown in Schedule A.

DESCRIPTION OF PROPERTY

The part of Lot 29 which is subject to this evaluation is owned by Del Corporation Ltd. and Steenbakkers Realties Ltd. and is shown on the ketch plan in Schedule B. It covers an area of 36 ha (90 acres) bounded to the South by the Canadian Pacific Railway, to the East by private land, to the North and West by a neighbouring farm. This property is completely isolated with no private or public access.

The part of Lot 30 also subject to this evaluation is owned by John Steenbakker. It is composed of two parcels of land 14 ha (35 acres) and 11 ha (29 acres) separated by land expropriated by the Mississippi Conservation Authority. The two parcels are shown in a sketch plan in Schedule B and are identified as parcel A (14 ha) and B (11 ha). Parcel A is bounded to the South by the Canadian Pacific Railway, to the East by a built up portion of the City of Kanata, to the North by lands owned by the Mississippi Valley Conservation Authority and to the West by land privately owned. Parcel A has no access to a public roadway.

Parcel B is bounded to the South and West by land owned by the Mississippi Conservation Authority, to the East by a built up portion of the City of Kanata and to the North by some private property and Highway 7, a four lane highway. There is no evidence of an entrance providing accessability from Highway 7 to Parcel B.

DESCRIPTION OF THE LANDS

On site inspections were made on several occasions, the latest being November 4, 1982. Soil samples were taken at random on lands subject to this evaluation.

They were examined for structure and quality. The 36 ha on the East half of Lot 29 is composed of good agricultural class 1 & 2 land and is presently under cultivation. The 14 ha in parcel A of the West half of Lot 30, (reference Schedule B) has approximately 10 ha of good class 1 & 2 soil and 4 ha of what would be considered class 4 or 5. The 10 ha of good class 1 and 2 soil is presently under cultivation. The 4 ha has not been cultivated for many years.

The 11 ha in parcel B of the West half of Lot 30 (reference Schedule B) is not classified as such because it is composed mostly of black muck with some spots of sandy loam. The land has not been cultivated for many years probably because of it's isolation, soil texture and poor drainage.

The total good agricultural land on the West half of Lot 30 amounts to approximately 10 ha.

VALUE OF PROPERTY FOR AGRICULTURAL PURPOSES

Although the East half of Lot 29 has class 1 & 2 soils, it's value for agricultural purposes is reduced considerably for the following reasons:

a) The property has no access and can be used only by the farmer located on the West half of Lot 29 or by the owner of the East part of Lot 30 which has only about 10 ha of good agricultural land.

b) The size of the property is too small to be operated as an economical farm unit. By growing corn, which is a predominant cash crop in the area, returns for one's investment in land, labour, risk, and management on 36 ha of good land would be approximately $3,060.00 according to the 1982 Gross Margin Crop Projections prepared by the Ontario Ministry of Agriculture and Food and is attached hereto as Schedule C.

The West part of Lot 30 composed of parcels A and B has also a very limited value for agricultural production for the following reasons:

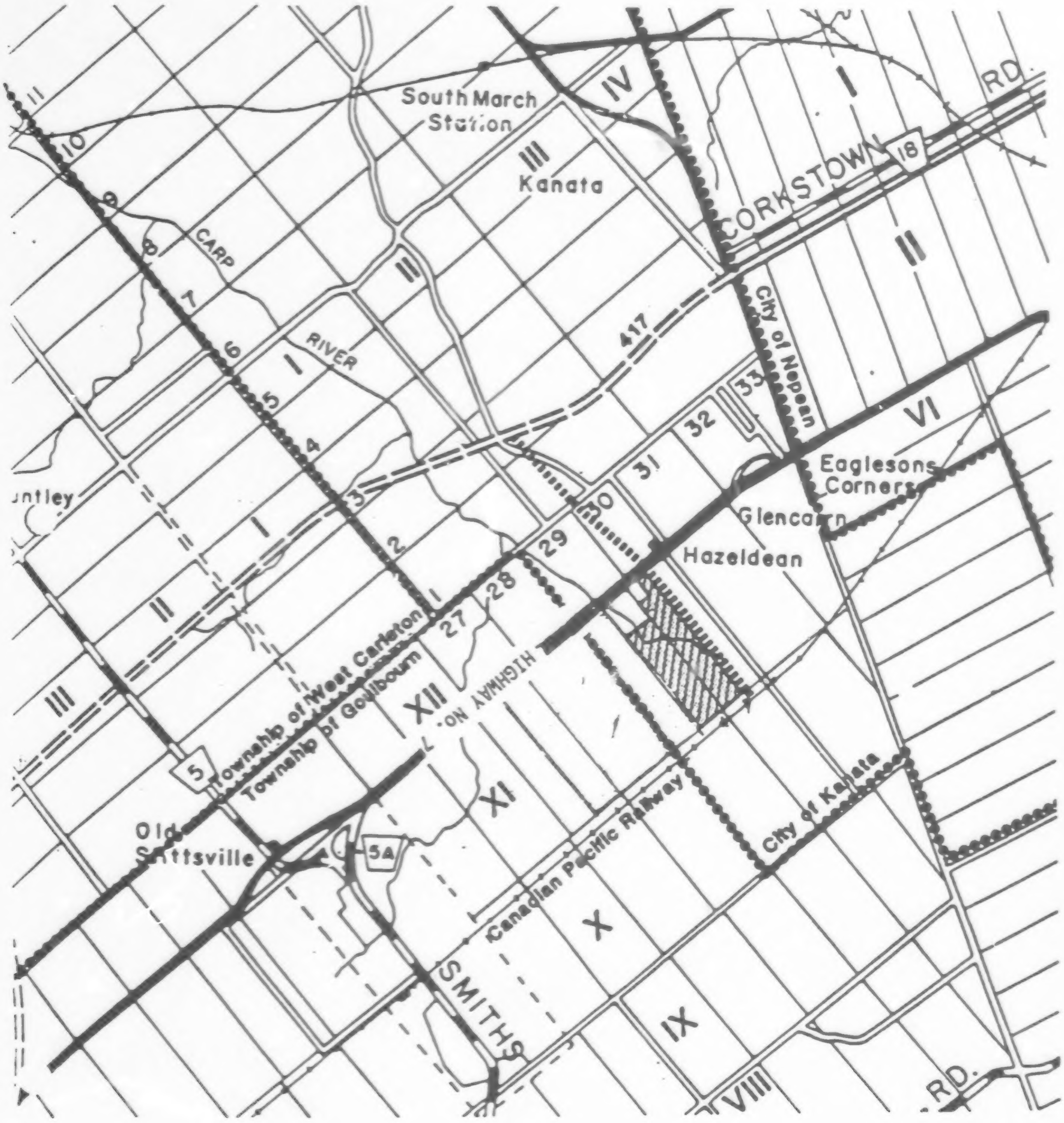
a) Parcel A has no access to a roadway. It can only be used by the owner of the East half of Lot 29. It has only approximately 10 ha of good agricultural land. If this land was used to grow corn as a cash crop it would bring in approximately $1,200.00 for land, labour, risk and management.

b) Parcel B has approximately 11 ha of land, has access only to a four lane highway which, in itself, is an important limiting factor to accessability. The size of the parcel, the drainage and the quality of soil are all good reasons why the land has not been used for agricultural purposes for many years.

CONCLUSION

Although all of the East half of Lot 29 and a small part of the West half of Lot 30 have excellent soil base for agricultural purposes, the size, the location and the limited accessability are major constraints in maintaining these lands in agricultural production.

SCHEDULE "A"


South March Station
Kanata
CORKSTOWN RD.
18
417
City of Nepean
CARP RIVER
Eaglesons Corners
Glencairn
Hazeldean
untley
Township of West Carleton
Township of Goulbourn
HIGHWAY NO. 7
Old Stittsville
5
5A
Canadian Pacific Railway
City of Kanata
SMITHS RD.
RD.
I
II
III
IV
VI
VIII
IX
X
XI
XII
2
3
4
5
6
7
8
9
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11
27
28
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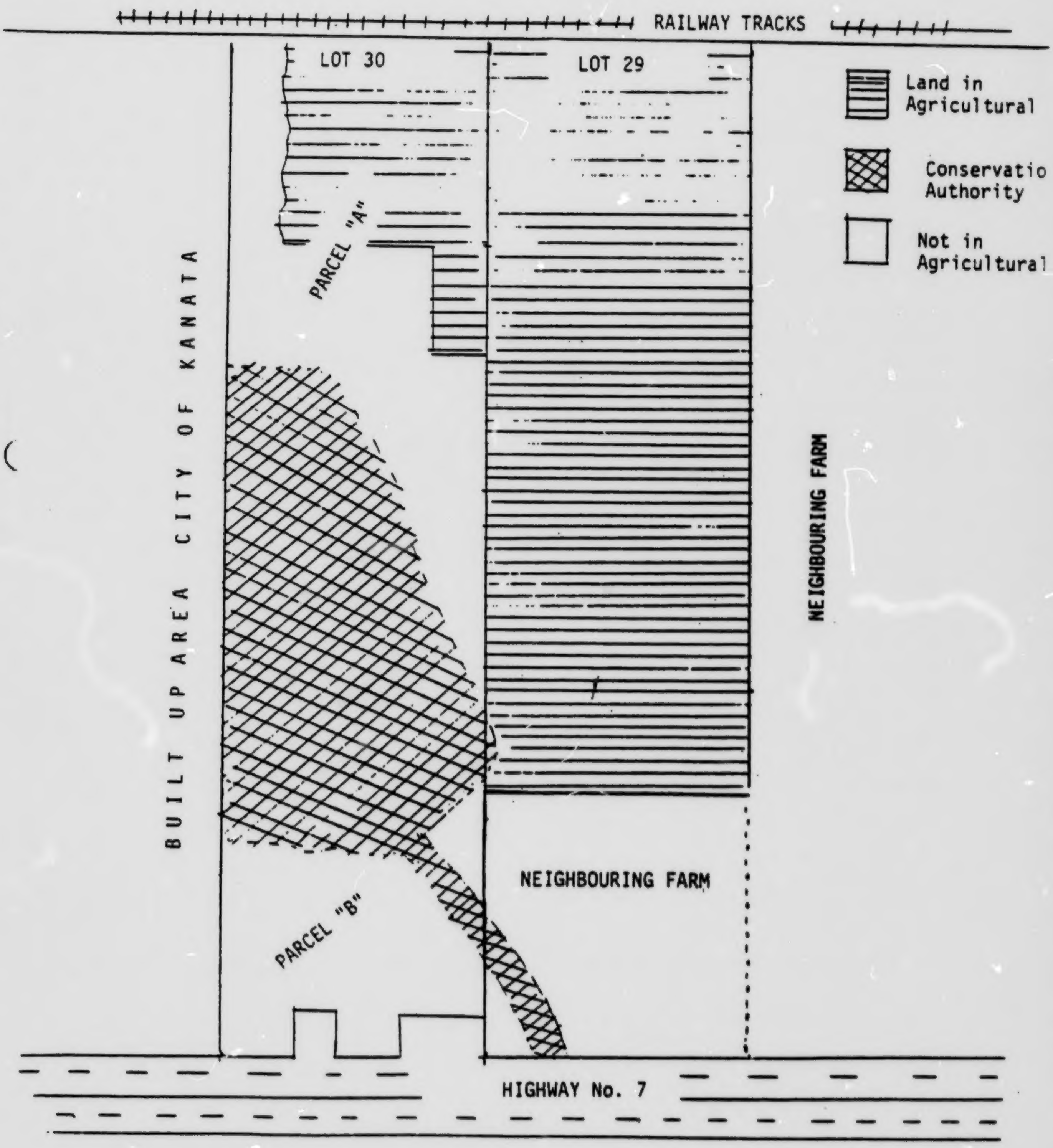
30
31
32
33

LEGEND

▨ PART LOT 29 & 30 CITY OF KANATA

SCHEDULE "B"


RAILWAY TRACKS
LOT 30
LOT 29
BUILT UP AREA CITY OF KANATA
PARCEL "A"
PARCEL "B"
NEIGHBOURING FARM
NEIGHBOURING FARM
HIGHWAY No. 7
Land in Agricultural
Conservatio Authority
Not in Agricultural

SCHEDULE "C"

1982 GROSS MARGIN CROP PROJECTIONS

(Based on 1982 Crop Budgeting Aids)

	Grain Corn
Yield, per acre	94 bu
Labor Hours, per acre	3.0
Price a/, Estimate, $	3.15
Gross Returns	296
Director (Operating Costs)	
Materials	94
Machine Operation b/	34
Drying Charges	29
Storage	15
Crop Insurance	7
Interest on Operating Capital	21
Marketing Board Fee	-
Hired Labor b/	5
OPERATING COSTS	205
RETURNS ABOVE OPERATING COSTS (Gross Margin)	91
Indirect (Fixed) Costs	
Machines b/	42
Miscellaneous	15
FIXED COSTS	57
RETURNS TO:	
Land...........) Labor..........) Management.....) Risk...........)	34

---

a/ Estimate based on 110% of 5-year average, 1976 to 1980

b/ Allocated by use of previous cost of production studies

Prepared by Crop Budget Committee
Ontario Ministry of Agriculture and Food January 1982

The
Proctor & Redfern
Group
Consulting Engineers and Planners

Suite 202, 210 Gladstone Avenue
Ottawa, Ontario K2P 0Y6
Telephone (613) 594-3000

September 10, 1987 **EO 87654**

Ms. Anne Therese MacEachern
Planning Committee Co-ordinator
The Regional Municipality
of Ottawa Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Ms. MacEachern:

**THE DRAFT OFFICIAL PLAN
AND TAYSHAM INVESTORS INC.
CORRECTION: LETTER OF SEPTEMBER 3, 1987**

Further to our submission to the Planning Committee of ten copies of a brief on behalf of Taysham Investors Inc. on September 3, 1987, it has come to our attention that there was an error in the fourth paragraph on the first page of the attached covering letter.

We have corrected the letter and are enclosing a revised original herewith. Would you please replace the previous letter with the revised original. We would be most appreciative if you would similarly replace any copies of the letter that may have been distributed.

We have provided copies of the attachments to the original letter but would note that the attachments previously sent included a certified true copy of a Kanata Council resolution which should be extracted and attached to the revised original.

We thank you for your assistance in this matter and look forward to addressing the committee on Thursday, September 17.

Yours truly,

Proctor & Redfern Limited

Catherine A. Lindquist

Catherine A. Lindquist
Planner

Attach.

REPLACEMENT PAGES FOR THE FIRST 4 PAGES
OF BRIEF #31 SUBMITTED BY PROCTOR & REDFERN

CAL/loc

The
Proctor & Redfern
Group
Consulting Engineers and Planners

Suite 202, 210 Gladstone Avenue
Ottawa, Ontario K2P 0Y6
Telephone (613) 594-3000

September 3, 1987
(Revised)

EO 87654

Chairman & Members
The Regional Municipality
of Ottawa-Carleton
Planning Committee
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Sirs:

THE DRAFT RMOC OFFICIAL PLAN AND TAYSHAM INVESTORS INC.

We have pleasure in submitting, on behalf of our clients, Taysham Investors Inc., a brief in response to the RMOC Official Plan Review.

Taysham Investors Inc. are the owners of the Energy Conserving Community (ECC) which is situated in the City of Kanata north of future Terry Fox Drive and west of the March Road, and is presently being developed by the Paracon Group.

In 1983, the Regional Official Plan was amended to include the ECC in the urban area, based on a population base of approximately 8000 persons. However, the final draft approved Plan of Subdivision for the ECC will generate a population of some 6000 persons only. The approved Draft Plan of subdivision provides for the extension of urban services, including roads, to the west. Taysham therefore wishes to have the ECC extended to include the additional land in its ownership, abutting directly to the west, situated east of the Second Line Road (unopened). This would accommodate the remaining 2000 population capacity.

Paracon proposes to develop the additional land, which comprises some 27 hectares (67 acres), with clustered apartment buildings in an open space setting. It is submitted that the "Paracon II" proposal is justified based on the planning and engineering analyses and findings, which are outlined more fully in the brief. A summary of how the Paracon proposal will contribute to and be in keeping with Regional and City Planning objectives is attached.

We submit that the Paracon II proposal would not only fulfill the City and Regional objectives set out in the Brief & Summary, but would also preserve, at no cost to the Region, elements of the South March Highlands, such as mature trees.

.../2

September 3, 1987 **F.O. 87654**

The enclosed brief has been prepared in consultation with Kanata staff and presented to Kanata Council. The Paracon II proposal and brief have received the full support of staff and Council; as attested to by a unanimous resolution passed by Kanata City Council at its meeting of September 1, 1987, (a certified true copy is attached). It should be noted that the Council resolution refers only to the 67 hectares owned by Taysham. The proposed modification of the Draft Regional Official Plan is based on shifting the West Urban Community urban area boundary from the Ontario Hydro right-of-way to the Second Line Road between Klondike Road and future Terry Fox Drive. This boundary would include one other ownership - a recently severed parcel of some 3 hectares (8 acres). The owner of the property, Mr. John McMurtry, is cognizant and supportive of the Taysham submission.

We trust that the Members of the Regional Planning Committee will also be in support of the Taysham submission and will recommend that Regional Council approve the proposed modification of the Draft Official Plan.

In the event that the Official Plan Review takes longer than anticipated, we are concurrently submitting to the Regional Clerk a formal application to amend the existing Official Plan.

Our clients appreciate the opportunity to comment on the Draft Plan prepared by Regional staff and we look forward to addressing the Committee later this month.

Yours truly,

Proctor & Redfern Limited

M. J. Bacon, B. Arch, M.C.D., M.C.I.P.
Director of Planning & Senior Consultant

CAL/loc

cc: Haydn Matthews
Adam Bielecki
Dave Krajaefski

EO 87654
Revised 21 August 1987

REGIONAL & CITY OBJECTIVES

It is submitted that the Paracon II proposal will contribute to and be in keeping with general Regional & City planning objectives in respect of:

- **housing variety & choice** by providing for higher density units not contained in Phase I of the E.C.C.
- **the Energy Conserving Community** by extending the community to more appropriate boundaries.
- **desired population levels** overall & the appropriate distribution of population north & south of the Queensway.
- **maintaining residential land supply**, with & without approvals.
- **efficient development** by maximizing the use of facilities in the E.C.C. including parks, schools & shopping as well as roads & services.
- **limited disruption to the existing & planned community.**
- **accessibility to major roads, transit, secondary employment centres and** the extension of the road network which will benefit the E.C.C. & Kanata generally.
- **contribution to the extension of, and utilization of existing services &** facilities by using the capacity being built into Paracon I.

CITY OF KANATA
150 KATIMAVIK ROAD, KANATA, ONTARIO K2L 2N3 TELEPHONE (613) 592-4281

I, Maureen Meikle, Deputy City Clerk for the Corporation of the City of Kanata, do hereby certify that the following is a true copy of a resolution passed by Kanata City Council at a meeting held on September 1, 1987.

THAT City Council support in principle the proposal by Taysham Investors Inc. for inclusion in the Western Urban Community of 67 acres of land located in Part of Lots 9 & 10, Concession 3, City of Kanata.

GIVEN under my hand and the Seal of the said Corporation at the City of Kanata this 2nd day of September, 1987.

M. Meikle
Maureen Meikle, AMCT(A)
Deputy City Clerk

CONTAINS RECYCLED DE-INKED FIBRE

THE REGIONAL MUNICIPALITY
OF OTTAWA-CARLETON
OFFICIAL PLAN REVIEW

A SUBMISSION
IN SUPPORT OF AN EXPANSION
OF THE WEST URBAN COMMUNITY
TO INCLUDE PARACON PHASE II LAND

PREPARED FOR:

TAYSHAM INVESTORS INC.

PREPARED BY:

THE PROCTOR & REDFERN GROUP
AUGUST, 1987

E.O. 87654

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SUMMARY

The purpose of this submission is two-fold:

1. **To request the Region to amend the draft Official Plan to designate for urban purposes, land situated east of the Second Line Road and west of the Energy Conserving Community being Part of Lots 9 & 10, Concession III in the City of Kanata.**
2. **To demonstrate that the requested urban designation is appropriate, based on planning and engineering analyses and principles.**

To demonstrate the appropriateness of the requested urban designation, the Paracon Phase II property and environs were examined and analyzed from a planning and engineering perspective, as were Regional and City of Kanata policies pertaining to the area. As a result of these analyses we submit that the Draft Official Plan should be amended to include the subject property in the West Urban Community Stage 1 urban envelope for the following reasons:

Statistics

We generally agree with the statistical justification for, and support the policies and schedules of the draft Regional Official Plan now being circulated for comment.

Trends

We believe that demographic and development trends generally indicate a tendency to smaller households and lower densities and a preference for single detached and apartment units.

Apartments Needed

Our experience indicates that higher density apartment units are generally the last housing type to be developed in suburban areas. We submit that there is a decided lack of higher density apartment buildings in the urban communities outside the greenbelt, including Kanata.

Existing and Approved Development

Development in Kanata, particularly in Kanata north of the Queensway, has been comparatively limited to date. This is likely a result of concentration of ownership in Kanata north and related delays in planning approvals. Existing and approved development in Kanata north is primarily low to medium density, in the form of single detached and ground-oriented multiples such as townhouses. We therefore submit that residential development in Kanata, particularly in Kanata north and specifically higher density or apartment units should be a priority for the Region and the City of Kanata.

Access

Access to Kanata north is essentially limited to the March Road (Old Hwy. 17) to the east, which is presently congested. Terry Fox Dr. will be extended westerly from the March Rd. to the Goulbourn Forced Rd. in conjunction with the development of the Paracon Phase I subdivision west of March Rd. & east of the Ontario Hydro easement. We suggest that Terry Fox should be further extended westerly to the Second Line Rd. and that Second Line should be opened to improve access to Kanata northwest and relieve congestion on March Rd. The future extension of Terry Fox Dr. from the Queensway northerly to Second Line will complete the transportation system.

Population in ECC

The Energy Conserving Community (ECC) has developed at a substantially lower population than the 8000 originally allocated for the area based on expected servicing capacity.

Allowing for an estimated 5775 population for the approved subdivision (Paracon Phase I) and assuming a population of 263 for the remaining 5.4 ha. parcel in the ECC (without approvals) there is a surplus capacity for 1962 population (8000 - 6038 (5775 + 263) = 1962).

Servicing Capacity

Notwithstanding the fact that the Paracon Phase I land is expected to yield a population of only about 6000, roads & services have been designed to enable land to the west to be developed and accommodate the remaining 2000 people originally anticipated in the ECC.

Phase II as An Extension of ECC

Paracon wishes to have its Phase II property east of Second Line Rd. & west of the Hydro easement designated for urban purposes, and to have the surplus capacity of the ECC extended to the property, as Phase II of the ECC.

Our analyses indicate that the 27.15 ha. Phase II property is physically suitable for development, can be fully serviced and can be linked with and represents a natural extension of Phase I of the ECC.

Logical Boundaries

Our analysis of the West Urban Community (WUC) urban envelope indicates that a future major road such as the Second Line Rd. would be a more appropriate boundary for the urban area than the Hydro easement, and that the Phase II property represents a logical location for infill and for expansion of the urban envelope.

Energy Efficient Apartments

Paracon proposes an apartment development on the Phase I land, with apartment buildings sited in clusters surrounded by extensive open space.

Regional & City Objectives

We strongly support the Paracon proposal. We submit that it will contribute to and be in keeping with general Regional & City planning objectives in respect of:

- housing variety & choice;
- the Energy Conserving Community;
- desired population levels;
- maintaining residential land supply, with & without approvals;
- efficient development;
- limited disruption to the existing & planned community;
- accessibility to major roads, transit, secondary employment centres;
- contribution to the extension of, and utilization of existing services & facilities.

Site Specific Factors

On a site-specific basis, we believe the Paracon II apartment proposal will:

- improve population weight in Kanata north;
- complement the low-medium density & energy efficiency of Paracon Phase I subdivision;
- be linked with Phase I and utilize its proposed services & facilities such as schools, active recreation facilities & commercial establishments towards achieving a balanced South March Community;
- take advantage of and be appropriately sited at the intersection of 3 future major roads: Klondike, Second Line & Terry Fox;
- preserve some natural features of the South March Highlands.

Landscape

The Paracon II property is presently covered by a woodlot. Regional staff have expressed some concern about this area of the South March Highlands because of its significant vegetation. We note that the Regional policies permit development in this area, and that abutting areas have been developed. We submit that the area represents a logical and inevitable expansion of the urban envelope and that although specific areas of vegetation may be significant, it is questionable whether the area is significant in its entirety.

We believe Paracon's proposal for apartments in an open space setting provides an opportunity to preserve elements of the natural landscape, including mature trees.

The proposal represents desirable & unique urban development - of clustered energy conserving apartments at an overall medium density - and a compromise between conservation concerns and pressure for logical urban expansion.

Conclusions

Based on the preceding, we urge the Region to amend the draft Regional Official Plan to extend the West Urban Community urban designation to include the Paracon Phase II land, situated east of Second Line Rd., west of the Ontario Hydro easement, south of Klondike Rd. & north of future Terry Fox Dr. in the City of Kanata, as part of the Energy Conserving Community.

1.0 OVERVIEW

1.1 Introduction

The Regional Municipality is in the process of reviewing and revising its Official Plan, adopted in 1974. The final draft is being circulated for review and comment and public meetings are scheduled for September 1987.

The following brief is submitted in respect of the Official Plan Review on behalf of Taysham Investors Inc. the owners of the land which will be developed by The Paracon Group.

The Taysham Investors Inc. ownership consists of some 150.81 hectares (372.64 acres) of land, situated north and south of Klondike Road, east of the Second Line Road and west of the March Road in the City of Kanata, described as Part of Lots 9, 10, & 11, Concession III and Parts 1, 4, 5, 7, 8, 9 & 11 on Plan 4R-5611. The west half of the ownership is transected by the Ontario Hydro easement which runs northwest-southeast and the east half is transected by the Goulbourn Forced Road, which angles north-south.

With the exception of a 27.15 hectare (67.09 ac.) parcel situated south of Klondike Rd. and west of the Hydro easement, the entire Taysham ownership is designated urban in the existing and draft Regional Official Plans.

The purpose of this brief is to present a case for the amendment of the Regional draft Plan to include the remaining 27 hectare parcel in the "West Urban Community" Stage 1 urban envelope. (See Figures 1 & 2).

1.2 Background

South March Community

The land situated north and south of Klondike Rd., east of the Ontario Hydro Easement and west of the March Rd. has been described as the South March Community by the City of Kanata. With the exception of a few smaller property ownerships developed with farm buildings, commercial and residential structures, the area is essentially within the Taysham ownership upon which development has recently commenced.

Energy Conserving Community

In 1983, the Regional Official Plan was amended to include the South March Community in the urban area. In addition to the area east of the Hydro easement, the amendment also included a 5.4 hectare parcel of land west of the easement and north of Klondike Road, also in Taysham's ownership (Part 4, Plan 4R-5611).

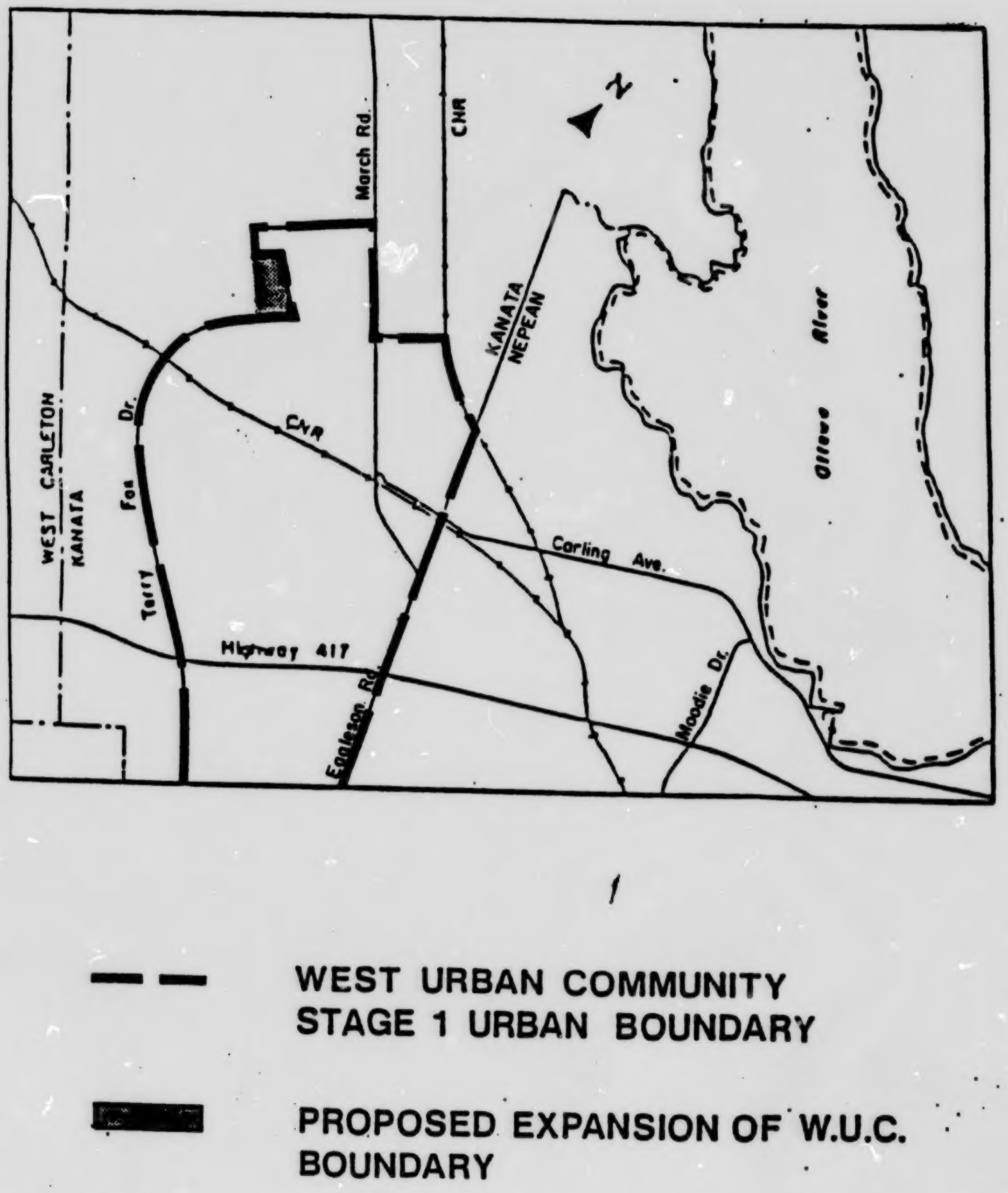
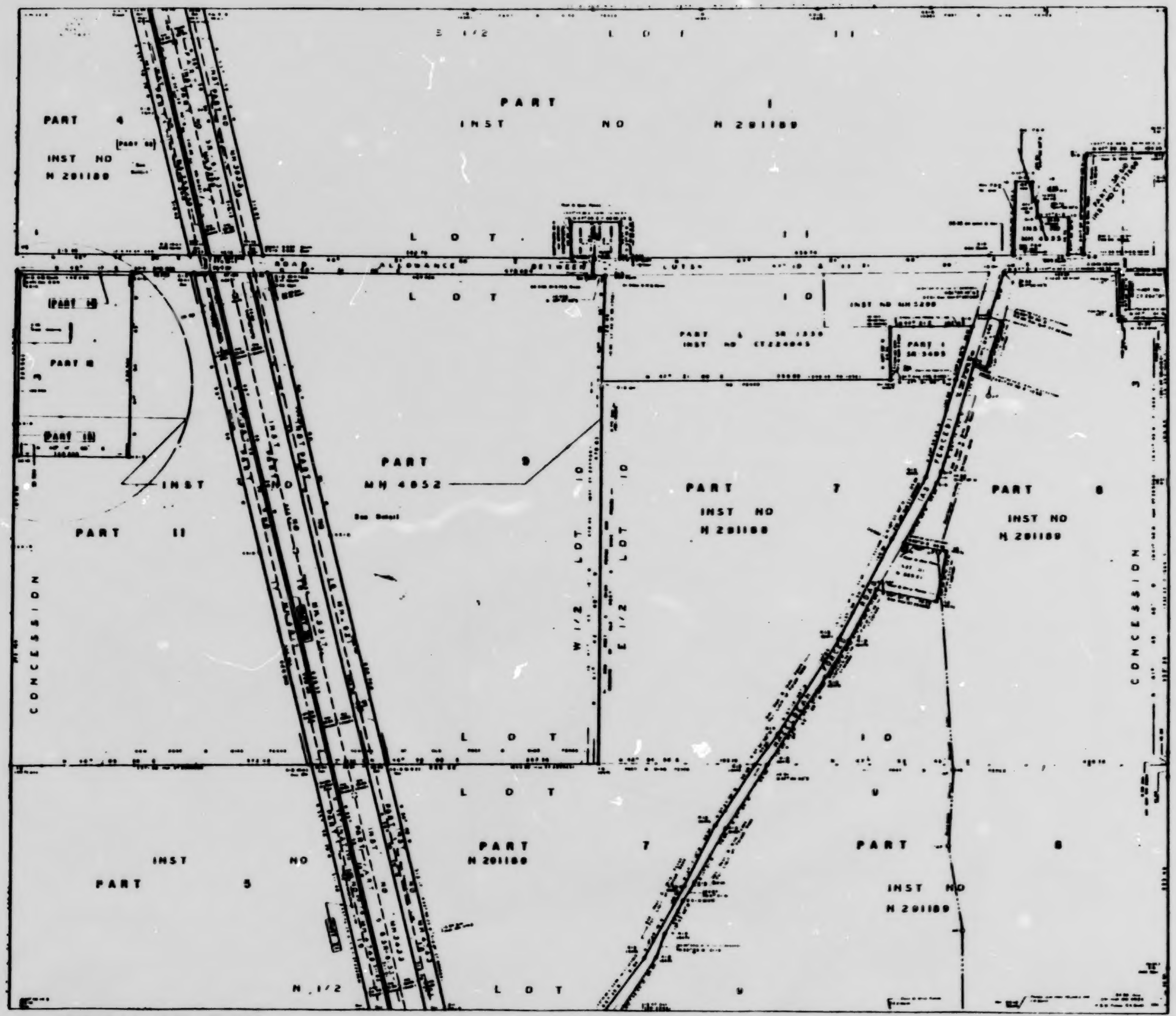

WEST CARLETON
KANATA
Terry Fox Dr.
March Rd.
CNR
CNR
KANATA
NEPEAN
Carling Ave.
Highway 417
Eagleson Rd.
Moodie Dr.
Ottawa River
N
WEST URBAN COMMUNITY STAGE 1 URBAN BOUNDARY
PROPOSED EXPANSION OF W.U.C. BOUNDARY

FIGURE 1


E 1/2 LOT 11
PART 1
INST NO H 201189
PART 4
INST NO
H 201189
LOT 11
LOT 10
PART 10
PART 11
PART 9
MH 4852
INST NO
PART 11
CONCESSION
W 1/2 LOT 10
E 1/2 LOT 10
PART 7
INST NO
H 201189
PART 8
INST NO
H 201189
CONCESSION
LOT 10
LOT 9
PART 7
H 201189
INST NO
PART 5
PART 8
INST NO
H 201189
N 1/2 LOT 9

PLAN 4R-5611

FIGURE 2

This expansion of the urban envelope was designated as a "residential district to be used as an energy conserving community" (ECC) in the Regional Official Plan. Policies for the ECC stipulated that the population not exceed 8000 persons, which at a figure of 3.6 persons per unit (ppu) equaled 2200 units, and be accommodated within the 100,000 population allocation for the West Urban Community. The area was to be developed only after the approval of a detailed secondary plan which would establish criteria for achieving an energy conserving community. (RMOC OPA #30, Section 2.4.1(5), See Appendix 1).

With the exception of the 5.4 ha. west of the Hydro easement, a secondary plan has been approved for the ECC or South March Community (Kanata OPA #16). A Plan of Subdivision for low and medium density residential development with supporting public and neighbourhood commercial uses has received draft approval and is being developed by the Paracon Group. The Draft Plan of Subdivision consists of 6 stages. The first, Morgan's Grant, at March Rd. and Terry Fox Dr., is presently under development. Paracon expects the subdivision to be built out in about 8 years. (See Figure 3).

Paracon Phase II

The Phase I Plan of Subdivision was amended at Regional insistence to provide for the extension of roads and services to service the Taysham ownership west of the Hydro easement. Taysham Investors and the Paracon Group would like to obtain an urban designation for this land in order to provide for contiguous development.

The development of the subject land is proposed not only as a logical physical extension of the Phase I plan but as an integrated part of the Energy Conserving Community (ECC) providing energy conserving units in a different form from those in Phase I.

The following sections will address the suitability of the subject property for development based on planning and engineering considerations, policies and issues. For the purposes of this brief, the Draft approved subdivision will be referred to as Paracon Phase I and the subject property west of the Hydro easement, will be referred to as Paracon Phase II. The properties are shown on Figure 4.

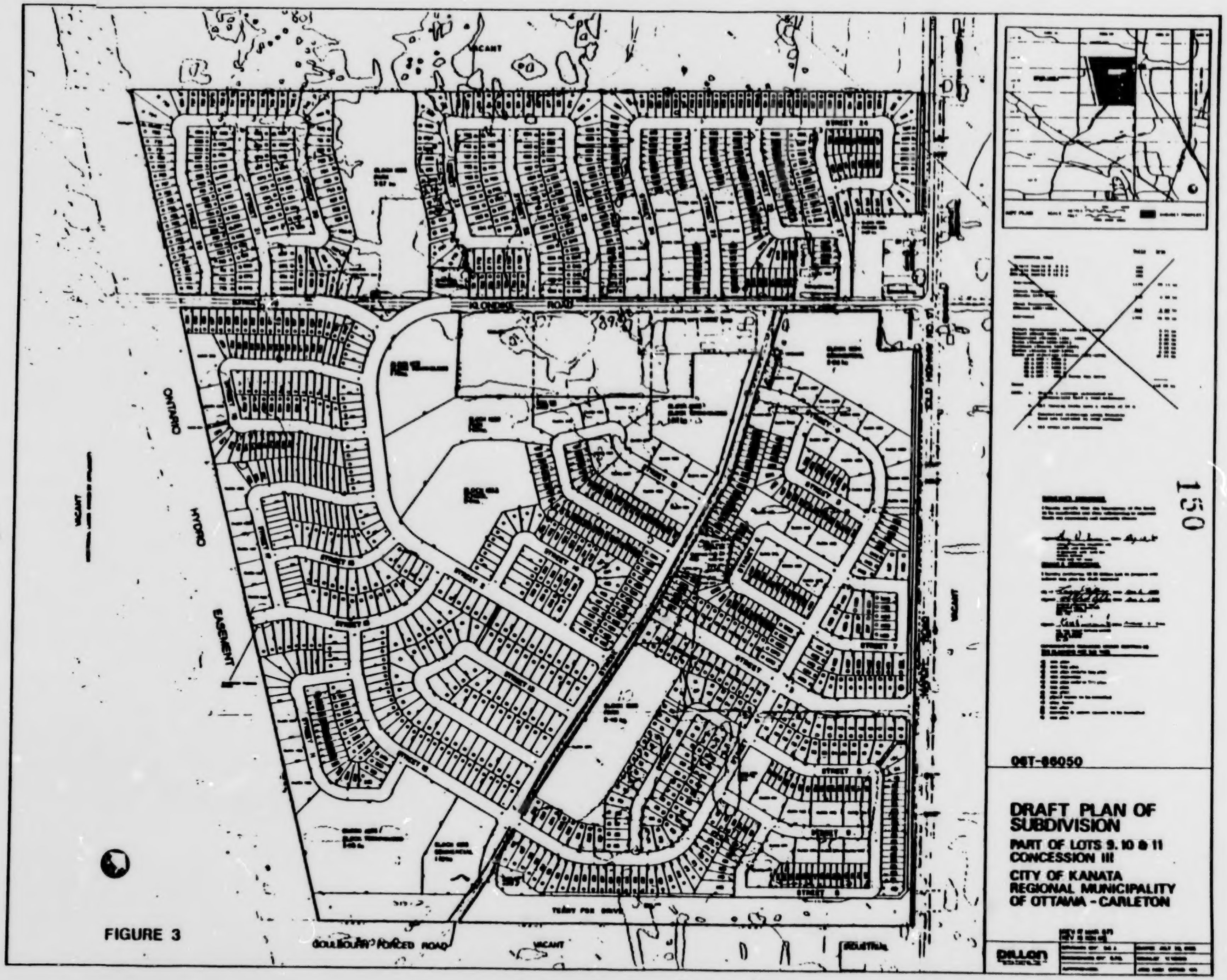

VACANT
ONTARIO HYDRO EASEMENT
KLONDIKE ROAD
TERRY FOX DRIVE
GOULBOURN FORCED ROAD
VACANT
INDUSTRIAL
150
06T-86050
DRAFT PLAN OF SUBDIVISION
PART OF LOTS 9, 10 & 11
CONCESSION III
CITY OF KANATA
REGIONAL MUNICIPALITY
OF OTTAWA - CARLETON
Dillon

FIGURE 3

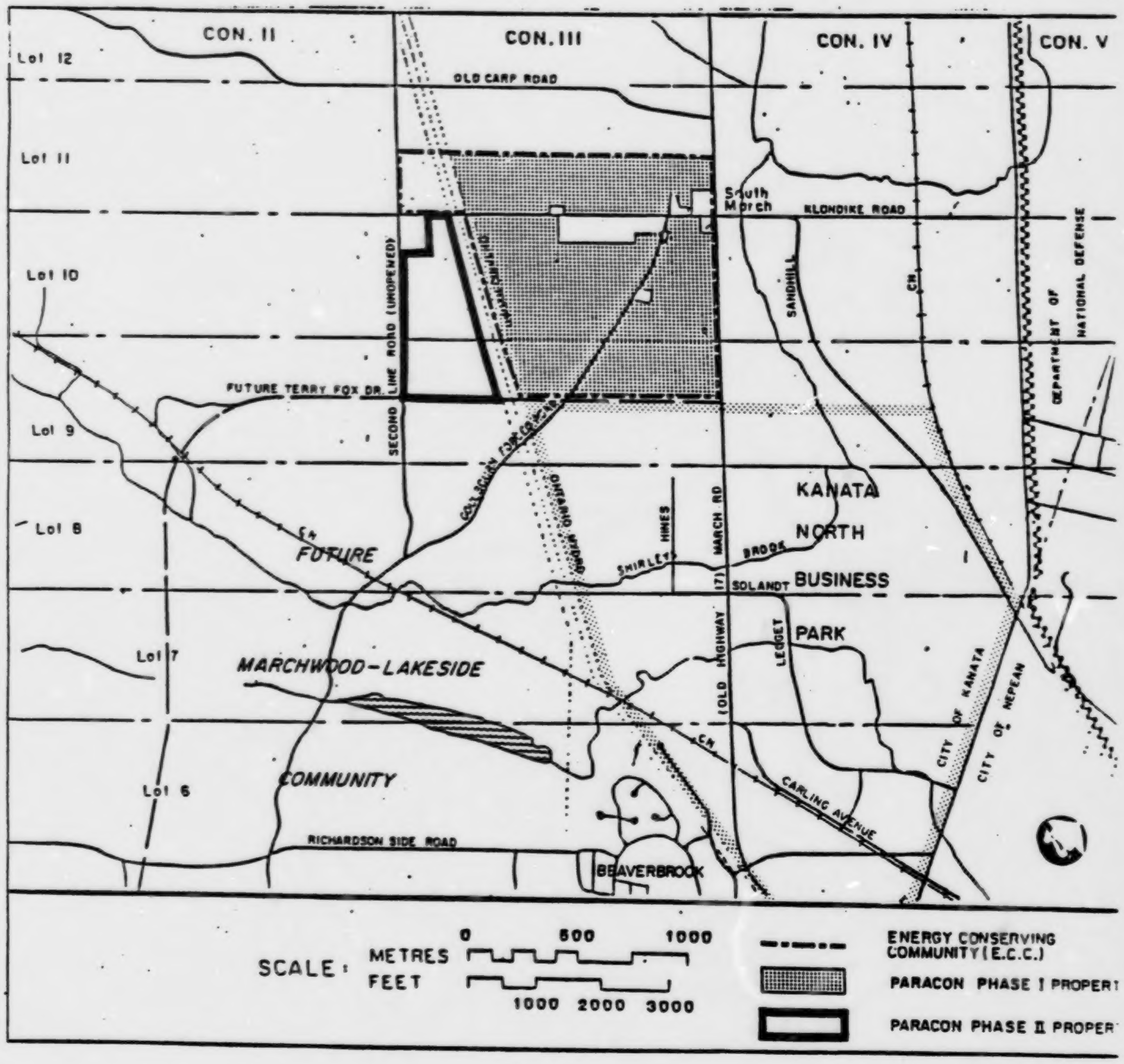

CON. II
CON. III
CON. IV
CON. V
Lot 12
Lot 11
Lot 10
Lot 9
Lot 8
Lot 7
Lot 6
OLD CARP ROAD
South March
KLONDIKE ROAD
SANDHILL
CN
DEPARTMENT OF NATIONAL DEFENSE
SECOND LINE ROAD (UNOPENED)
FUTURE TERRY FOX DR.
ONTARIO HYDRO
HINES
MARCH RD
SHIRLEY
BROOK
SOLANDT
(OLD HIGHWAY 17)
LEGGET
KANATA NORTH BUSINESS PARK
FUTURE
MARCHWOOD-LAKESIDE
COMMUNITY
CN
CARLING AVENUE
CITY OF KANATA
CITY OF NEPEAN
RICHARDSON SIDE ROAD
BEAVERBROOK
SCALE: METRES 0 500 1000
FEET 1000 2000 3000
ENERGY CONSERVING COMMUNITY (E.C.C.)
PARACON PHASE I PROPERT
PARACON PHASE II PROPER

FIGURE 4

2.0 THE PROPERTY

2.1 Location and Legal Description

The subject property is comprised of 27.15 hectares of land situated south of Klondike Rd., east of the Second Line Rd., north of future Terry Fox Drive and west of the Ontario Hydro easement; described as Part of Lots 9 & 10, Concession III, (Formerly in the Township of March) now in the City of Kanata, and being Parts 5 & 11 on Plan 4R-5611. (See Figures 2 and 4).

2.2 Site Characteristics

Terrain: The property is a rolling, upland type topography and is well treed.

Geology: Part of the physiographic region known as the Ottawa Valley Clay Plain, the subsurface conditions of the site are generally described as glacial till over bedrock, with localized deposits of modified tills and bedrock outcrops throughout. The bedrock is Paleozoic, comprised for the most part of the sandstone and sandy dolomite rock of the March formation.

Drainage: The site slopes from the west to the east, with a high elevation point of approximately 109 metres (359 ft.) at the intersection of the Klondike and Second Line Rds., and a low elevation of approximately 92 m (302 ft.) where the Hydro easement intersects the future Terry Fox Dr. alignment. The moderate slope to the east affords drainage to natural drainage courses traversing the Paracon Phase I land, which in turn drain into Shirley's Brook and ultimately, the Ottawa River. The stabilized ground water level is considered to be on or within the bedrock structure. Surface drainage may be variable, with the higher hilly ground generally being well-drained but any depressions being wet and difficult to drain.

Vegetation: The site is covered by a mixed woodlot including some mature deciduous and coniferous trees.

Suitability for Devel-opment: In Report No. 801-2277, Golder & Associates concluded that the glacial till over bedrock terrain area in which the site is situated, "is, in general, well suited to development, though bedrock excavation and localized drainage may present minor constraints".

Conclusions: Based on our examination of the subject property and our review of recent geophysical and hydrogeological studies* of the area, it is our conclusion that except for minor constraints, the site is physically suitable for development.

2.3 Servicing

Based on our investigations and discussions with Regional and City staff, the key points regarding servicing of the subject site are as follows:

General

The servicing capacity allocated to the Energy Conserving Community (ECC) was for a population of 8000. Due to a variety of factors the development of Phase I will only generate a population of some 6038 persons. Nevertheless , the Phase I plan has been designed so that additional property can be developed utilizing Phase I servicing & road capacity to bring the total population in the ECC up to the designated total of 8000. As this report shows, in addition to the remaining 5.4 ha. parcel in the ECC, the logical area to be developed to accommodate the difference of some 2000 persons is the Paracon Phase II land.

Water

An existing 406 mm watermain on Hines Rd. to Terry Fox Dr. will serve the first phase of Paracon Phase I development. Before subsequent phases can be developed, the March Rd. 610 mm watermain must be in service from Terry Fox Dr. to Solandt Rd. The north end of this trunk watermain is now under construction as part of the Newbridge development and the balance will be constructed as development proceeds along March Rd.

A 406 mm watermain will be extended westerly along Terry Fox Dr. to the Ontario Hydro right-of-way (R.O.W.) as the Paracon I lands are developed, which will provide a feed to the subject

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*Sources:
1) Golder & Associates Report No. 801-2277, July 1981;
2) Geo-analysis Report; File No. 588, Aug. 11, 1976.
3) J.L. Richards & Associates Limited Report No. 82-7409, October 1983.

property west of the easement. A future trunk watermain is proposed for construction on Terry Fox Drive north from the Queensway which will be at a higher pressure (Pressure Zone 3w) than the mains in the easterly area of the Paracon lands (Pressure Zone 2w).

The internal water distribution system for the site will be divided by the two pressure zones along the 96 m (315 ft.) contour approximately and will require a temporary booster pumping station which could be the same station required for a portion of the Paracon I land east of the Hydro R.O.W. This station will be phased out once the Zone 3W main is completed on Terry Fox Drive.

Sanitary

There is an existing 600 mm sanitary sewer extending south from Terry Fox Drive along Hines Rd. and connecting to the Marchwood/March Pumping Station/Tri Township Trunk system that discharges to the Watt's Creek Sewage Treatment Plant. This system, has capacity for a population of 8000 which can thus accommodate all the Paracon land including the subject Phase II property.

The Watt's Creek Sewage Treatment Plant will be phased out once the upgraded Green's Creek Sewage Treatment Plant and a pumping station and trunk sewer linking the Watt's Creek area with the Green's Creek area are operational - all of which is scheduled for 1992 or 1993.

The internal sanitary sewer system will drain to the southeast corner of the site, i.e. Terry Fox Dr. and the Hydro easement and connect to the proposed sanitary sewer on Terry Fox Dr. extending easterly to the Hines Rd. sewer noted above.

Storm

The site is part of the Shirley's Brook drainage shed and all run-off from the site will gravitate to this watercourse.

The storm sewer collector constructed along Acklam Terrace in Paracon Phase I will have capacity for the pre-development storm run-off from the Paracon II land. Accordingly, one or more storm water detention facilities will be required on the site, sized to limit the post development run-off to the pre-development level.

The subject lands can be adequately served with an internal storm sewer system as soon as the existing Acklam Terrace storm sewer is extended westerly along Terry Fox Dr. to the Hydro easement.

Transportation

The lands west of the Hydro easement will be served with two road links with the construction of Terry Fox Dr. and the improvement of Klondike Rd. westerly from March Rd. both of which are being undertaken as part of Paracon Phase I. The future completion of Terry Fox Drive through to the Queensway and the opening of the Second Line Rd. will provide a major connection for the entire north Kanata area.

Conclusions

From our investigations, we conclude that full servicing of the subject Paracon II site is provided for by Paracon Phase I.

2.4 Official Plan & Zoning By-law Designations

Regional Official Plan

Designation: "Marginal Resource Area (Restricted)", Official Plan Schedule "A", Rural Policy Plan. (See Figures 5a & 5b).

Permitted Uses: These areas are "intended for the preservation of the natural land and environment, primarily through private ownership". Permitted uses include Country Lot development provided sufficient land is retained in a natural state and any application is supported by appropriate studies addressing environmental concerns. "Other uses" assisting in preservation are also permitted. (See also Appendix 1).

Regional Draft Plan

Designation: "Marginal Resource Area (Restricted)", Official Plan Schedule "A", Rural Policy Plan. (See Figures 6a & 6b; also Appendix 2).

Permitted Uses: As per existing OP, above.

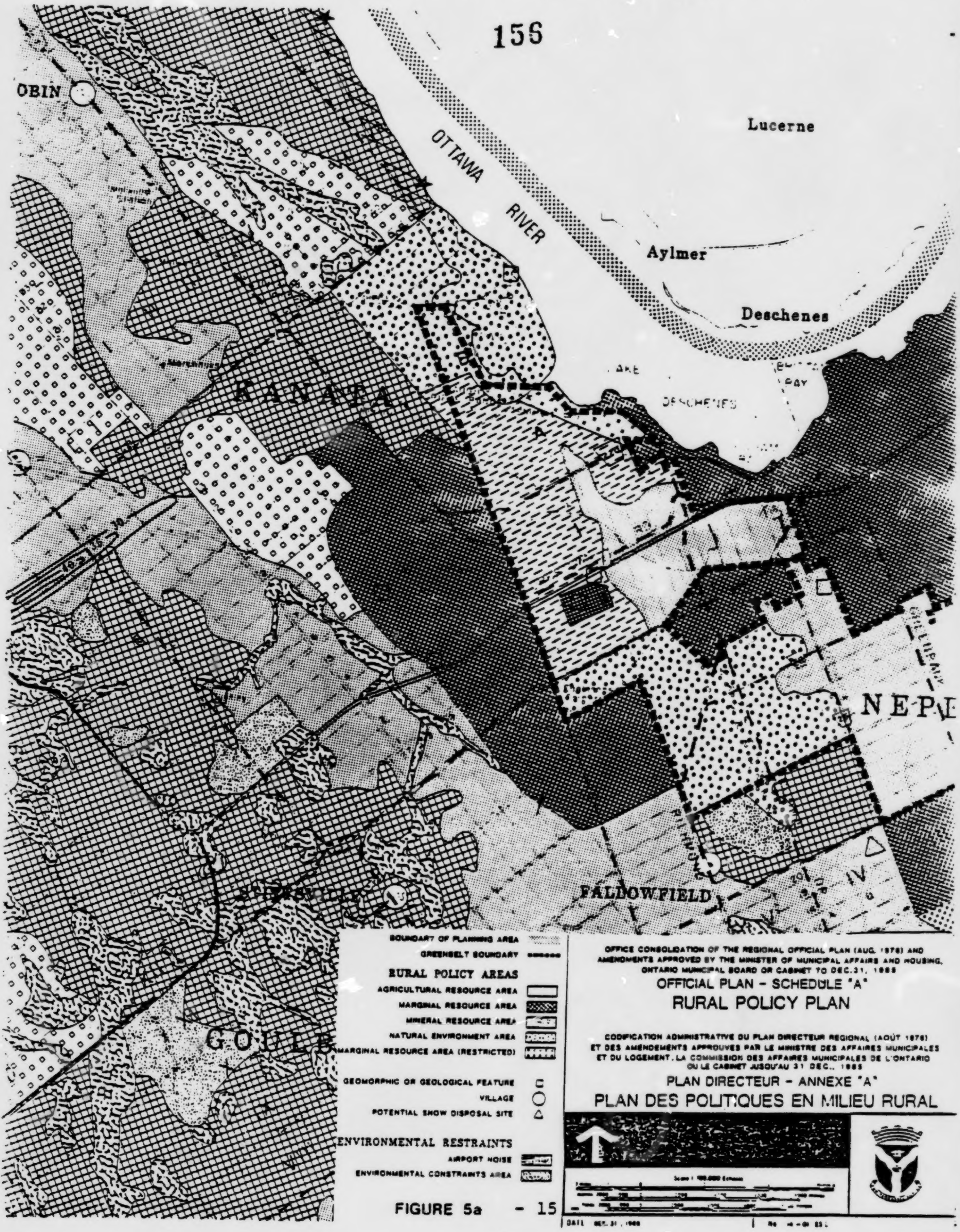
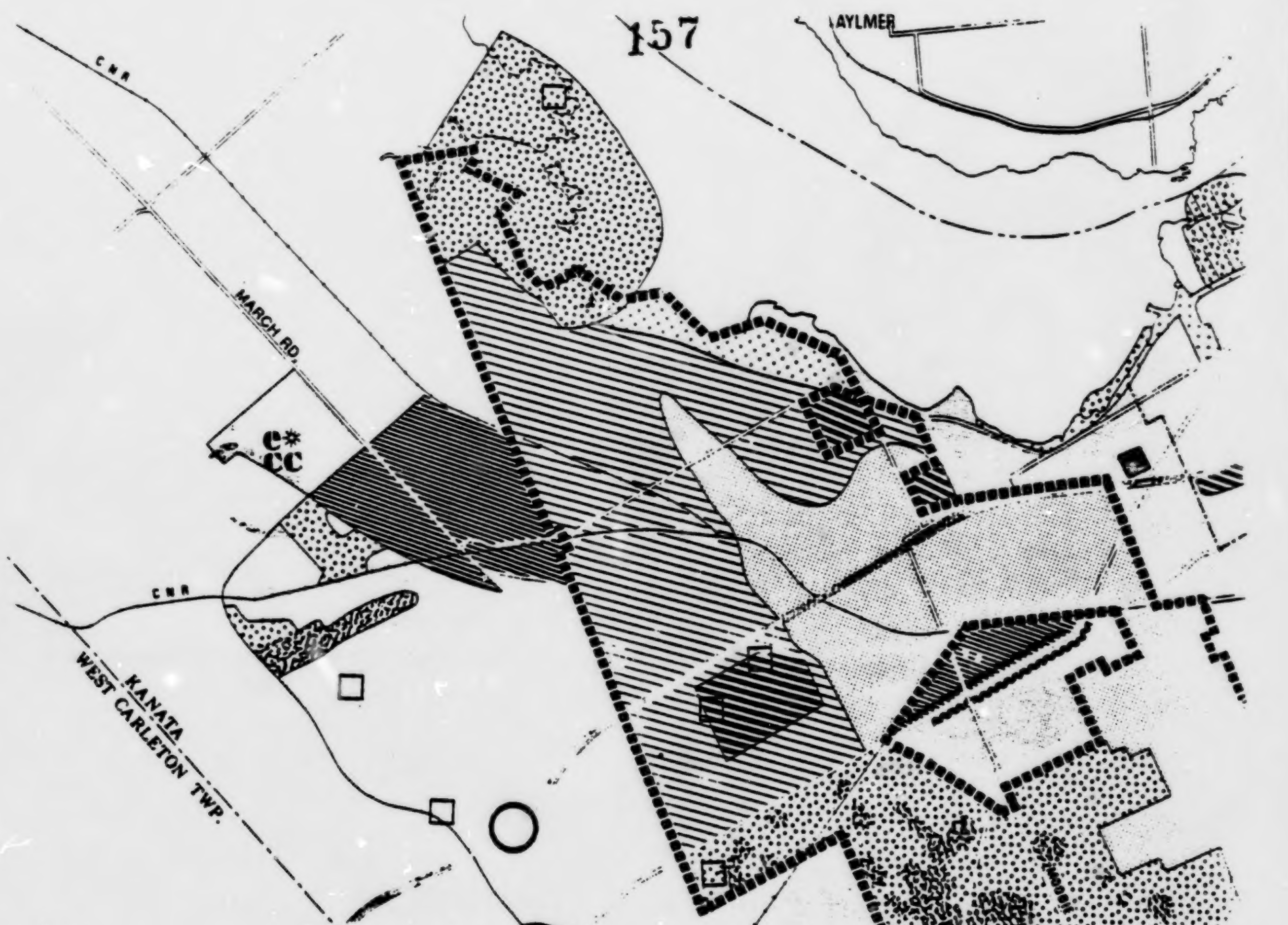

OBIN
OTTAWA RIVER
Lucerne
Aylmer
Deschenes
LAKE DESCHENES
KANATA
GOULB
FALLOWFIELD
NEPE
BOUNDARY OF PLANNING AREA
GREENBELT BOUNDARY
RURAL POLICY AREAS
AGRICULTURAL RESOURCE AREA
MARGINAL RESOURCE AREA
MINERAL RESOURCE AREA
NATURAL ENVIRONMENT AREA
MARGINAL RESOURCE AREA (RESTRICTED)
GEOMORPHIC OR GEOLOGICAL FEATURE
VILLAGE
POTENTIAL SNOW DISPOSAL SITE
ENVIRONMENTAL RESTRAINTS
AIRPORT NOISE
ENVIRONMENTAL CONSTRAINTS AREA
OFFICE CONSOLIDATION OF THE REGIONAL OFFICIAL PLAN (AUG. 1976) AND AMENDMENTS APPROVED BY THE MINISTER OF MUNICIPAL AFFAIRS AND HOUSING, ONTARIO MUNICIPAL BOARD OR CABINET TO DEC.31, 1985
OFFICIAL PLAN - SCHEDULE "A"
RURAL POLICY PLAN
CODIFICATION ADMINISTRATIVE DU PLAN DIRECTEUR REGIONAL (AOÛT 1976) ET DES AMENDEMENTS APPROUVES PAR LE MINISTRE DES AFFAIRES MUNICIPALES ET DU LOGEMENT, LA COMMISSION DES AFFAIRES MUNICIPALES DE L'ONTARIO OU LE CABINET JUSQU'AU 31 DEC., 1985
PLAN DIRECTEUR - ANNEXE "A"
PLAN DES POLITIQUES EN MILIEU RURAL
Scale 1:100,000 Echelle
DATE DEC. 31, 1985

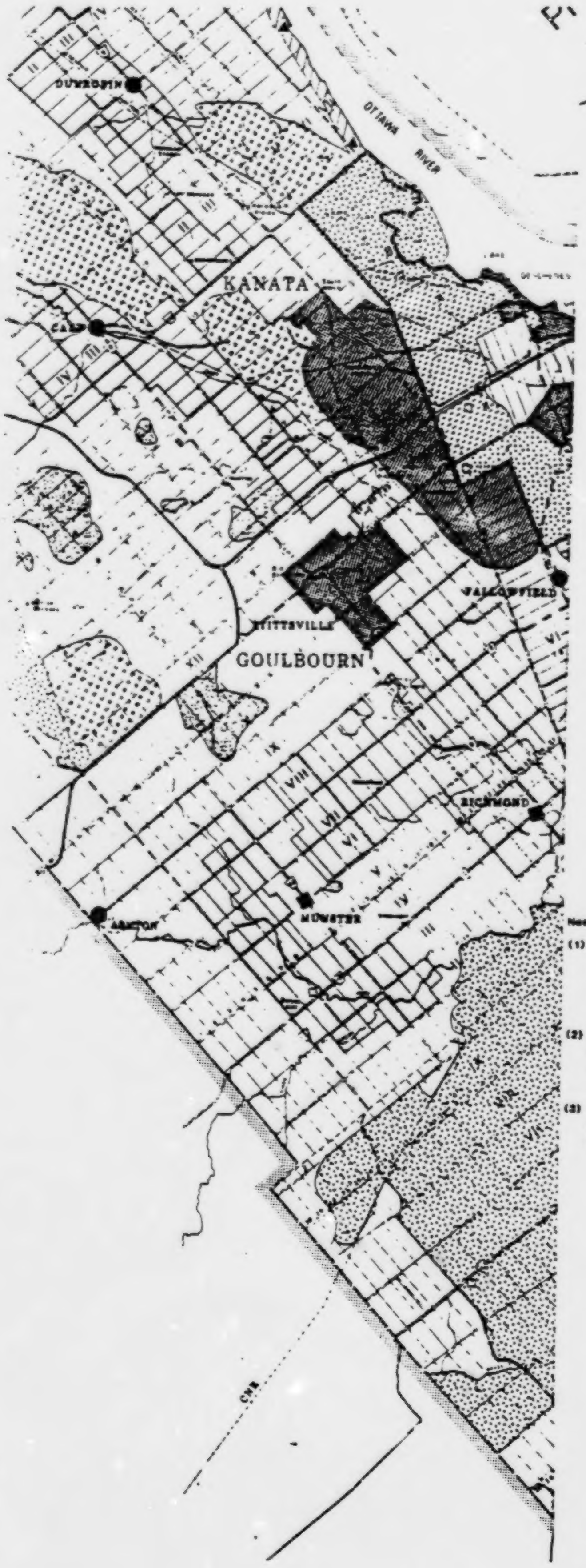
FIGURE 5a - 15


157
AYLMER
C N R
MARCH RD.
e*
cc
C N R
KANATA
WEST CARLETON TWP.
HWY 417
WEST CARLETON TWP.
GOULBOURN TWP.
Reg.Rd. 248
C P R
STITTSVILLE
NEPEAN
GOULBOURN
FALLOWFIELD RD.
CENTRAL AREA
REGIONAL SHOPPING CENTRE
MAJOR COMMERCIAL
OFFICE
DISTRICT CENTRE
UNIVERSITY
RESIDENTIAL DISTRICT
OTHER EXTENSIVE USE
RESTRICTED INDUSTRY
GENERAL INDUSTRY
AIRPORT NODE
General location of the south part of Nepean and the south part of Gloucester parts of the South Urban Community
These lands are designated as residential district and to be used as an energy conserving community
NATURAL ENVIRONMENT AREA
CONSERVATION AREA-URBAN
RECREATION - COMMERCIAL AREA
MINERAL RESOURCE AREA
AGRICULTURAL RESOURCE AREA
ENVIRONMENTAL CONSTRAINTS AREA
WATERFRONT OPEN SPACE
RECREATION AREA
OFFICIAL PLAN - SCHEDULE "B"
URBAN POLICY PLAN
PLAN DIRECTEUR - ANNEXE "B"
PLAN DES POLITIQUES EN MILIEU URBAIN

NOTE:

(1) This schedule forms part of the official plan of the Regional Municipality of Ottawa – Carleton and must be read in conjunction with the written text.

- 16 - FIGURE 5b



DRAFT
PROJET

AGRICULTURAL RESOURCE AREA	▭	ZONE DE RESSOURCES AGRICOLES
AGRICULTURAL RESOURCE AREA (RIVER CORRIDOR)	▨	ZONE DE RESSOURCES AGRICOLES (COULOIR FLUVIAL)
GENERAL RURAL AREA	▭	ZONE RURALE GÉNÉRALE
GENERAL RURAL AREA (RIVER CORRIDOR)	▨	ZONE RURALE GÉNÉRALE (COULOIR FLUVIAL)
MARGINAL RESOURCE AREA (RESTRICTED)	░	ZONE DE RESSOURCES MARGINALES (SPÉCIALES)
MINERAL RESOURCE AREA	░	ZONE DE RESSOURCES MINÉRALES
NATURAL ENVIRONMENT AREA	░	ZONE ECOLOGIQUE NATURELLE
GREENBELT RESERVE	░	RÉSERVE DE LA CEINTURE DE VERDURE
WATERFRONT OPEN SPACE	░	ESPACE VERT RIVERAIN
VILLAGE	●	VILLAGE
SERVICED VILLAGE	■	VILLAGE DESSERVI
RECREATION AREA	▲	ZONE DE LOISIR
GEOMORPHIC OR GEOLOGICAL FEATURE	□	CARACTÈRES GÉOMORPHIQUES OU GÉOLOGIQUES
URBAN AREA (SEE SCHEDULE B)	■	ZONE URBAINE (VOIR ANNEXE B)
REGIONAL ROADS	—	ROUTES RÉGIONALES
PROVINCIAL HIGHWAYS	—	ROUTES PROVINCIALES
GREENBELT BOUNDARY	—	LIMITE DE LA CEINTURE DE VERDURE
RMOC BOUNDARY	░	LIMITE DE LA MROC

Note:

(1) This schedule forms part of the Official Plan of the Regional Municipality of Ottawa-Carleton and must be read in conjunction with the text.

(2) Boundaries between policy areas are to be interpreted according to section 1.6 of this Plan.

(3) In order to determine permitted land uses, reference must also be made to Schedule G, Environmental Constraints.

Nota:

(1) La présente annexe fait partie du Plan directeur de la Municipalité regionale d'Ottawa-Carleton et doit être consultée en se reportant au texte même du Plan directeur.

(2) Les limites des zones visées par les politiques doivent être interprétées en fonction de la partie 1.6 du Plan directeur.

(3) Afin de déterminer les activités et les aménagements autorisés, il faut également consulter l'Annexe G, Contraintes écologiques.

OFFICIAL PLAN - SCHEDULE A
RURAL POLICY PLAN

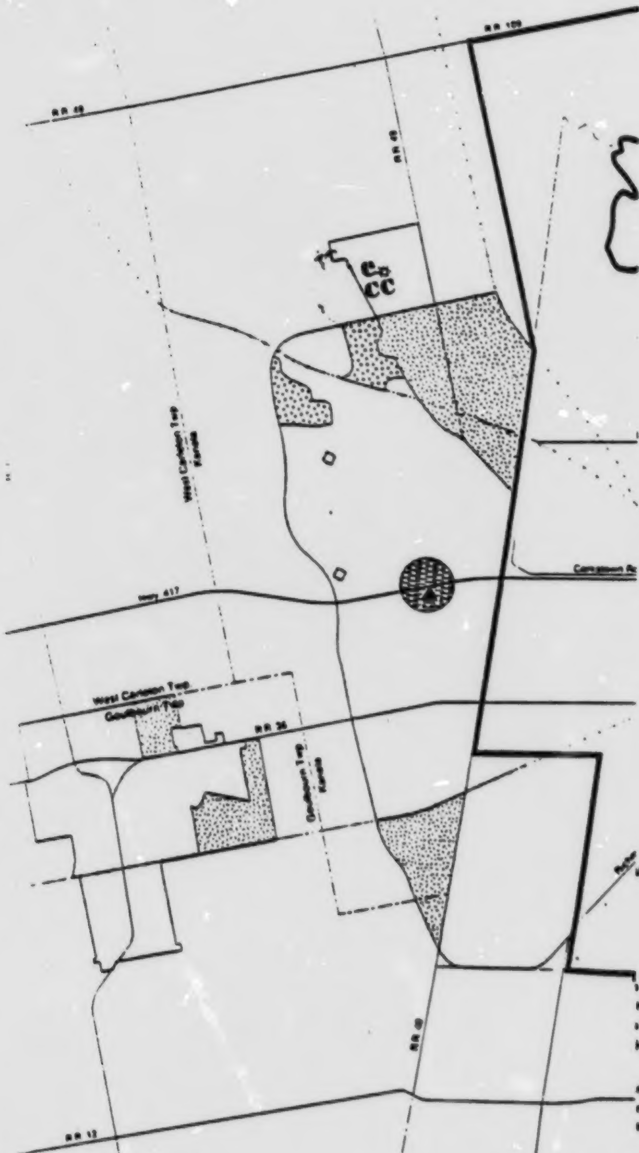
PLAN DIRECTEUR - ANNEXE A
PLAN DES POLITIQUES EN MILIEU RURAL

Scale : 1 : 200,000

May, 1987

Mai, 1987

FIGURE 6a



DRAFT
PROJET

CENTRAL AREA	■	ZONE CENTRALE
PRIMARY EMPLOYMENT CENTRE	●	CENTRE D'EMPLOI PRIMAIRE
SECONDARY EMPLOYMENT CENTRE	◎	CENTRE D'EMPLOI SECONDAIRE
EXTENSIVE EMPLOYMENT AREA	▨	ZONE D'EMPLOI À FAIBLE INTENSITÉ
GENERAL URBAN AREA	□	ZONE URBAINE GÉNÉRALE
NATURAL ENVIRONMENT AREA	▨	ZONE ÉCOLOGIQUE NATURELLE
CONSERVATION AREA (URBAN)	▨	ZONE DE CONSERVATION (URBAINE)
WATERFRONT OPEN SPACE	▨	ESPACE VERT RIVERAIN
GENERAL URBAN AREA (CENTRAL EXPERIMENTAL FARM)	▨	ZONE URBAINE GÉNÉRALE (FERME EXPÉRIMENTALE CENTRALE)
GENERAL URBAN AREA (ENERGY CONSERVING COMMUNITY)	C☼ CC	ZONE URBAINE GÉNÉRALE (CONSERVATION DE L'ENERGIE)
REGIONAL SHOPPING CENTRE	▲	CENTRE COMMERCIAL RÉGIONAL
TRANSPORTATION TERMINAL	●	TERMINUS
MAJOR COMMUNITY FACILITY	■	INSTALLATION COMMUNAUTAIRE IMPORTANTE
GEOLOGICAL FEATURE	○	CARACTÈRES GÉOLOGIQUES
ENERAL URBAN AREA (SPECIAL STUDY)	▨	ZONE URBAINE GÉNÉRALE (ÉTUDE SPÉCIALE)
GREENBELT BOUNDARY	—	LIMITE DE LA CENTURE DE VERDURE

s schedule forms part of the Official Plan he Regional Municipality of wa-Carleton and must be read in junction with the text.

ndaries between policy areas are to be rpreted according to section 1.8 his Plan.

rder to determine permitted land uses, rence must also be made to Schedule G, ironmental Constraints.

Nota:

(1) La présente annexe fait partie du Plan directeur de la Municipalité régionale d'Ottawa-Carleton et doit être consultée en se reportant au texte même du Plan directeur.

(2) Les limites des zones visées par les politiques doivent être interprétées en fonction de la partie 1.8 du Plan directeur.

(3) Afin de déterminer les activités et les aménagements autorisés, il faut également consulter l'Annexe G, Contraintes écologiques.

OFFICIAL PLAN - SCHEDULE B
URBAN POLICY PLAN

PLAN DIRECTEUR - ANNEXE B
PLAN DES POLITIQUES EN MILIEU URBAIN

Scale : 1 : 75,000

May, 1987

Mai, 1987

FIGURE 6b

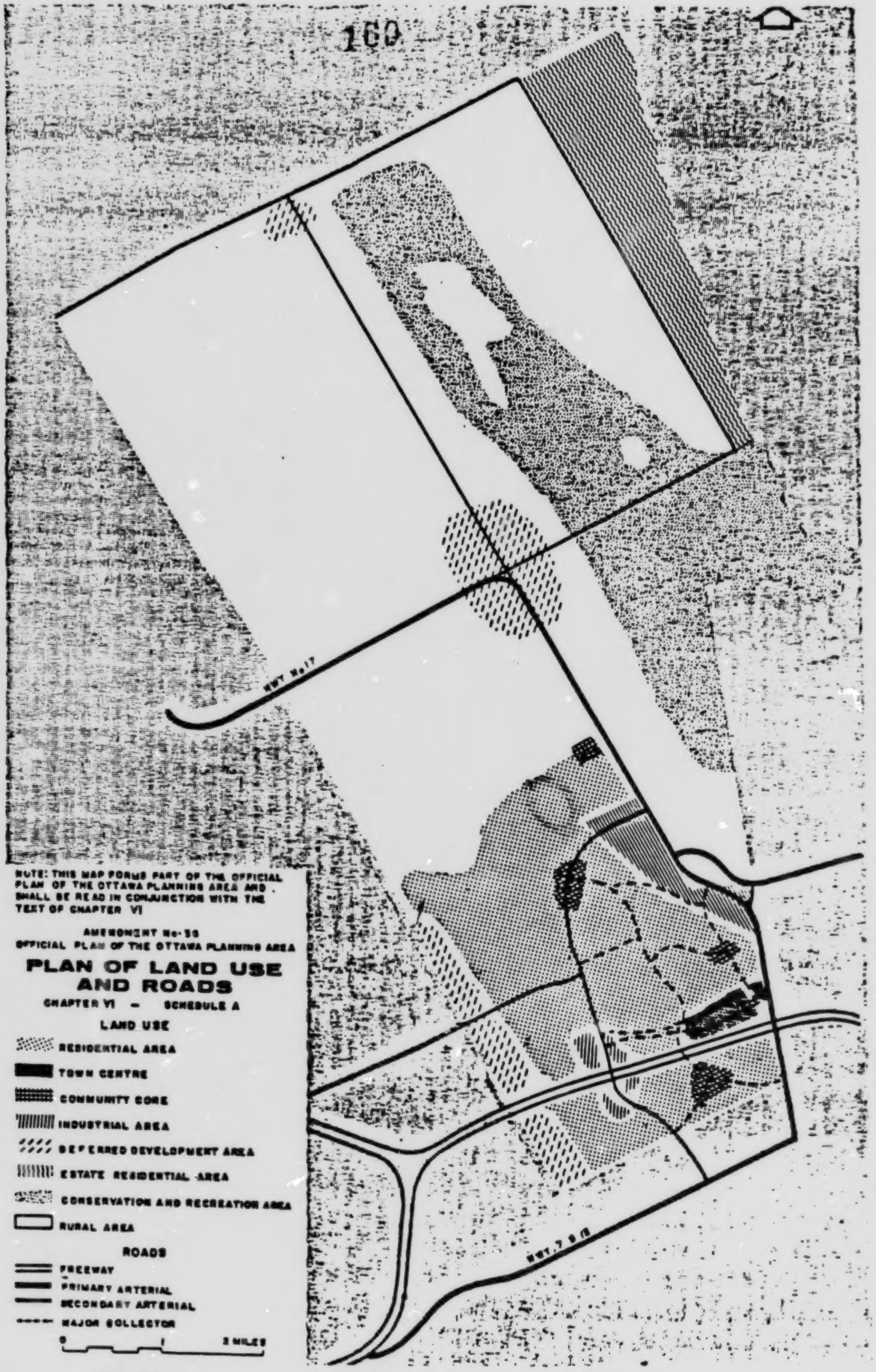

HWY No.17
HWY. 7 & 15
NOTE: THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE OTTAWA PLANNING AREA AND SHALL BE READ IN CONJUNCTION WITH THE TEXT OF CHAPTER VI
AMENDMENT No-30
OFFICIAL PLAN OF THE OTTAWA PLANNING AREA
PLAN OF LAND USE AND ROADS
CHAPTER VI – SCHEDULE A
LAND USE
RESIDENTIAL AREA
TOWN CENTRE
COMMUNITY CORE
INDUSTRIAL AREA
DEFERRED DEVELOPMENT AREA
ESTATE RESIDENTIAL AREA
CONSERVATION AND RECREATION AREA
RURAL AREA
ROADS
FREEWAY
PRIMARY ARTERIAL
SECONDARY ARTERIAL
MAJOR COLLECTOR
0
1
2 MILES

FIGURE 7 a

TOWNSHIP OF MARCH

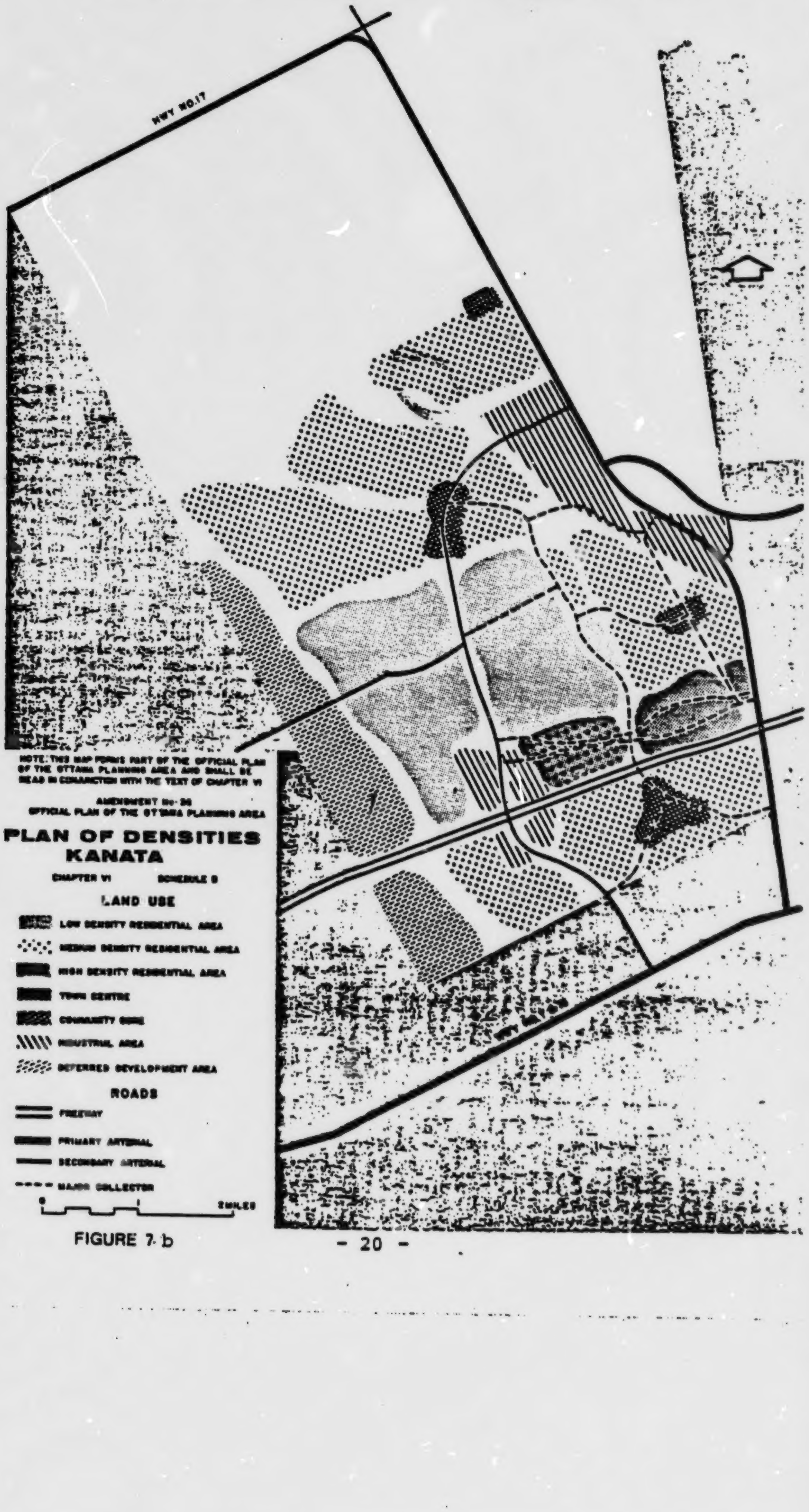

HWY NO.17
NOTE: THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE OTTAWA PLANNING AREA AND SHALL BE READ IN CONJUNCTION WITH THE TEXT OF CHAPTER VI
AMENDMENT No. 26
OFFICIAL PLAN OF THE OTTAWA PLANNING AREA
PLAN OF DENSITIES
KANATA
CHAPTER VI
SCHEDULE B
LAND USE
LOW DENSITY RESIDENTIAL AREA
MEDIUM DENSITY RESIDENTIAL AREA
HIGH DENSITY RESIDENTIAL AREA
TOWN CENTRE
COMMUNITY CORE
INDUSTRIAL AREA
DEFERRED DEVELOPMENT AREA
ROADS
FREEWAY
PRIMARY ARTERIAL
SECONDARY ARTERIAL
MAJOR COLLECTOR
0
1
2 MILES

FIGURE 7. b

Kanata Official Plan (OPA #36)

Designation:	"Residential Area", Chapter VI - Schedule A, Plan of Land Use and Roads; "Medium Density Residential Area", Chapter VI - Schedule B, Plan of Densities Kanata. (See Figures 7a & 7b).
Permitted Uses:	Various types of residential units and accessory uses such as public uses. (See Appendix 3).

Kanata Zoning By-law

Designation:	Subject property is addressed by a 1952 "Building By-law", one of the last OMB approved by-laws - which doesn't establish zones.

Conclusions

The Kanata Official Plan and Zoning By-law designations do not conform with the Regional OP designation and policies in respect of the Paracon II property.

In order to permit the urban development contemplated by Paracon a Regional Official Plan Amendment (OPA) is probably desirable. A site specific Kanata OPA is also desirable to update OPA #36 and to bring it into conformity with an RMOC OPA. A Zoning By-law implementing the policies of the RMOC & Kanata OPAs would also be appropriate.

With both the Region and the City in the process of undertaking Official Plan Reviews, it would appear to be an appropriate and opportune time to address the proposed amendments.

3.0 THE REGIONAL DEVELOPMENT STRATEGY AND THE WEST URBAN COMMUNITY

3.1 The Regional Development Strategy

With respect to the Regional Municipality's development strategy, the policies of the new draft official plan generally continue to reflect those of the existing Plan. The urban area includes the area inside the greenbelt and three urban communities outside the greenbelt: the West Urban Community (WUC) or Kanata, the East Urban Community (EUC) or Orleans, and the South Urban Community (SUC) or Barrhaven/South Gloucester.

The area for urban development is divided into Stage 1 and Stage 2 land. Stage 1 lands are approved for immediate development subject to the provision of trunk services, and include all lands inside the greenbelt, the WUC & EUC, and part of the SUC - i.e. Barrhaven. The remainder of the SUC represents Stage 2. Each of the three urban communities is approximately 3200 hectares in area and is intended to accommodate 75,000 to 100,000 population (See Figure 8).

The draft Plan presents two changes: the expansion of the SUC Stage 2 land, in the vicinity of Barrhaven, to the proposed Hwy. 416 alignment and the inclusion of the Village of Stittsville in Goulbourn Twp. in the Stage 1 urban designation.

The designation of the three urban communities, the amount of land designated and the proposed population allocation are based not so much on numerical quotas as on achieving the following key Regional objectives:

- Providing for an amount of development which does not exceed the planned capacity of the transportation system and other regional services and facilities;
- Maintaining a minimum of ten years supply of residential land for a variety of housing types;
- Providing for a minimum 2 year supply of vacant land designated for residential development in draft approved & registered plans of subdivision, by housing type;
- Providing for sufficient market choice and competition while ensuring the cost-effective provision of regional services and facilities such as transit and schools;
- Promoting the use of transit;
- Promoting the development of secondary employment centres outside the Central Area and thereby discouraging trips through the Central Area;
- Minimizing disruption of existing Communities.

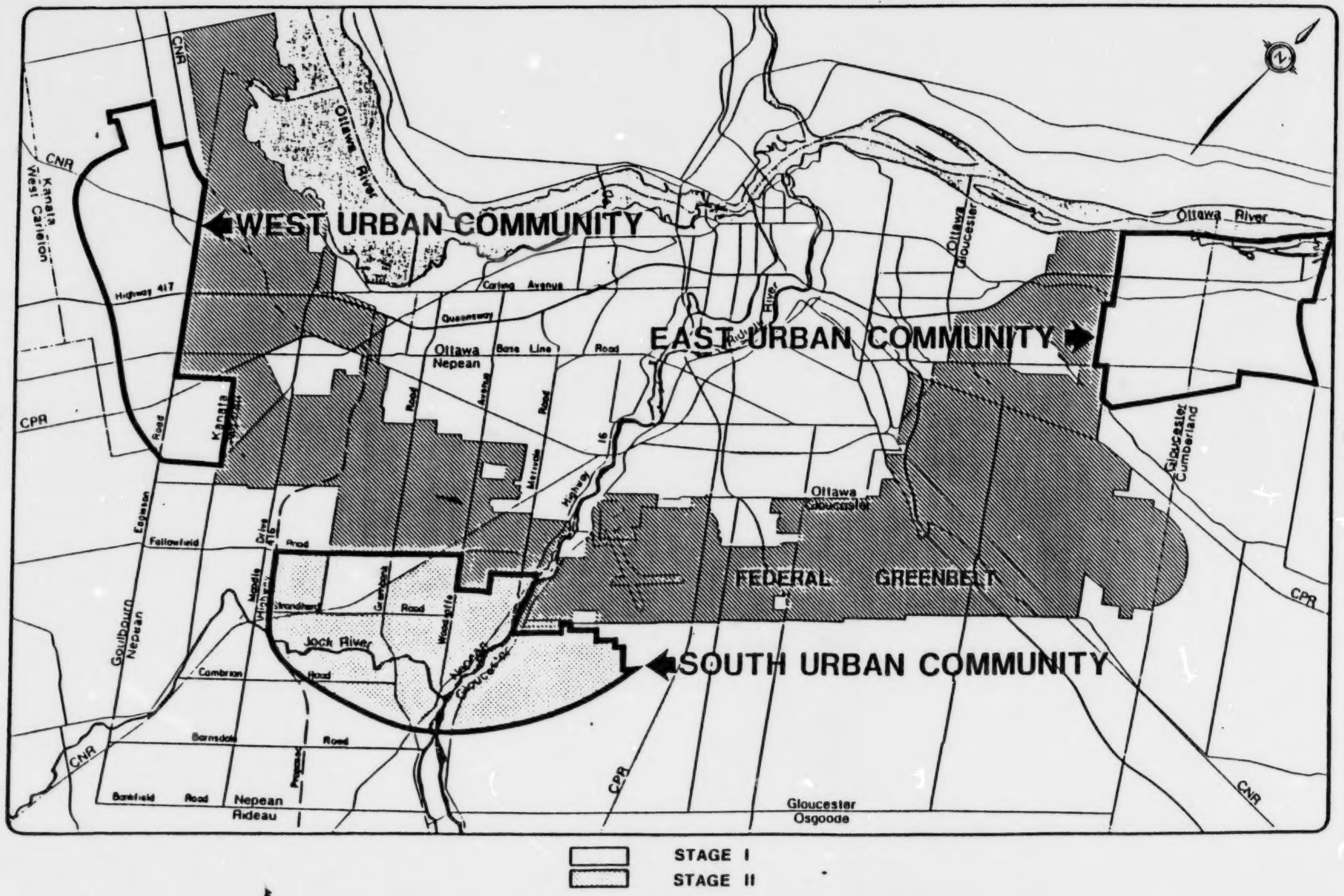

WEST URBAN COMMUNITY
EAST URBAN COMMUNITY
SOUTH URBAN COMMUNITY
FEDERAL GREENBELT
Ottawa River
Ottawa River
Rideau River
CNR
CNR
CNR
CNR
CPR
CPR
CPR
Kanata
West Carleton
Highway 417
Carling Avenue
Queensway
Ottawa
Nepean
Base Line Road
Ottawa
Gloucester
Ottawa
Gloucester
Gloucester
Cumberland
Kanata
Eagleson Road
Fallowfield Road
Goulbourn
Nepean
Merivale Road
Highway 16
Strandherd Road
Greenbank
Woodroffe
Jock River
Cambrian Road
Barnsdale Road
Barrhaven Road
Nepean
Rideau
Nepean
Gloucester
Gloucester
Osgoode
▭ STAGE I
▨ STAGE II

FIGURE 8

The following sections will demonstrate that the proposed expansion of the urban envelope will satisfy and contribute to the realization of these objectives.

3.2 Demographic & Development Trends

The allocation of urban land, is based largely on demographic and development trends.

Demographic Trends

An increasingly aging population, with a concentration in the 40+ age group, and a reduction in the number of persons per household indicate the need for more housing units and specifically for more single detached and apartment units. Single detached developments consume larger areas of land and are generally developed in the suburbs. Apartment units tend to be the last housing type to be developed in these areas.

Development Trends

Unit Preferences

Housing starts in Ottawa-Carleton over the past five years have indeed reflected an increased propensity to single detached units. Between January 1981 and September 1985, 48% of new housing units were singles, 25% multiples, 24% apartments and 3% other.

Based on this development data and demographic trends, the Region anticipates that the demand for new housing units to the year 2001 will be based on the following proportions: 43% single detached, 29% ground-oriented multiples and 28% apartments.

The increased trend to single detached units has also been reflected in a trend to lower densities throughout the Region.

Housing Mix

The trend to single detached units and decreasing densities is evident in the urban communities. In the Kanata neighbourhoods south of the Queensway (Katimavik - Hazeldean, Glen Cairn, Bridlewood) small lot singles are the dominant housing type. Ground-oriented multiples such as townhouses are found throughout the area but are a distant second in terms of housing choice. A limited number of low-rise multiple developments have been constructed in recent years. There is a decided lack of mid-rise & highrise apartment buildings - rental or condominium units.

3.3 Distribution of Development

As stated in Section 2.1.4 of the draft Plan, the distribution of development within the Stage 1 land, as identified in the 1974 Official Plan, has not occurred on an equitable basis. From the mid 1970's to the mid 1980's, of those new housing units constructed outside the greenbelt, over 50% were located in Orleans, versus some 25% in Kanata and 20% in Barrhaven. By 1986, vacant residential lands outside the greenbelt were distributed as follows: 36% in Orleans, 57% in Kanata and 7% in Barrhaven.

The development figures for Kanata can be regarded as even more disproportionate when two other factors are considered:

Firstly, the Barrhaven urban area was considerably smaller in size and offered fewer facilities and services than the WUC & EUC.

Secondly, the employment base in Orleans was limited, particularly in the Township of Cumberland, in contrast to the growing 'high tech' industrial employment base in Kanata and nearby Nepean.

It can be speculated that the comparatively low level of residential development in Kanata can be attributed, in part, to the concentration of ownership of vacant urban lands without planning approvals. In Orleans, Barrhaven and Kanata south, land ownership was sufficiently varied and sufficient planning approvals were in place to allow development to proceed apace in a competitive market situation.

Kanata North

In Kanata north of the Queensway however, ownership of a substantial area of vacant urban land was concentrated in essentially two large ownerships: Campeau Corporation and Cadillac Fairview. As a result, the planning & approvals process may have been delayed by the larger scale of the proposed developments and the major Official Plan Amendments that were required. For example, planning began in 1975 for Campeau's Marchwood-Lakeside, a planned residential community for a population of 23,000 - that would double the population of Kanata. A Secondary Plan prepared for the area, OPA #14, involved lengthy negotiations. Final approvals for Marchwood-Lakeside were not in place until March 10, 1986.

As discussed, in 1983 Regional OPA #30 permitted the expansion of the urban envelope to include the Cadillac-Fairview (now Taysham) property to provide for an energy conserving community of 8,000 population. In 1984 however, Cadillac-Fairview supported by the City of Kanata, requested a Regional OPA to redesignate the area to permit an Industrial Business Park. The application was refused and a bid to obtain an OMB decision in support of the application was unsuccessful. A Secondary Plan for the ECC or South March Community was not finally approved until January 1987.

Development in the first phases of Marchwood-Lakeside has been limited. City staff speculate that the developer and builders may have over estimated the market for large lot singles. This high end market is limited while the demand for small lot singles continues to be good. The first phase of development in the Paracon South March Community is now underway.

To date, housing starts throughout the Region, including Kanata, are up in 1987. With planning approvals now in place, the prognosis for development in Kanata north may be improved.

3.4 Urban Staging & Priorities

Transportation and market choice concerns appear to be key factors in the Region's decision to retain and expand the SUC Stage 2 area. This decision appears to have received general support from various groups throughout the region. However, the City of Kanata and the Township of Cumberland have stressed that servicing of the WUC and EUC should be first priorities. The draft Plan indicates that first priority will be given to substantially completing the servicing to the WUC & EUC before providing trunk services to the SUC Stage 2 area.

Based on recent trends and the distribution of development in the Region and based on the history of development in Kanata, we suggest that it should be a priority for both the City of Kanata and the Region to encourage residential development in Kanata, and in particular, in Kanata north. More specifically, both levels of government should promote the development of higher density apartment units.

Residential development, particularly higher density development, in Kanata north will assist in satisfying Regional objectives in respect of population targets, housing variety, efficiency of development and decentralized employment. It will also assist in the diversification of Kanata's urban fabric. Kanata is not a bedroom community. With an established industrial base, it is a community coming into maturity.

Higher density development in Kanata north would:

- take full advantage of the Kanata North Business Park employment base;

- assist in achieving a better population weight and housing mix for Kanata north and the City as a whole;

- promote and contribute to the extension and upgrading of services as well as utilize existing services and facilities.

3.5 Expansion of the West Urban Community Envelope

The westerly boundary of the WUC is coincident with the future alignment of Terry Fox Drive. The northern boundary is also defined by future Terry Fox as well as by the boundaries of the Energy Conserving Community (See Figure 1).

At present, access to development in Kanata north, including Paracon Phase I & II, is primarily limited to the March Rd. (Old Hwy. 17) to the east. Terry Fox Drive is expected to be constructed from March Rd. to the Goulbourn Forced Rd. this year as part of Paracon Phase I, providing an additional outlet to Hwy. 17. It is not proposed to be further extended westerly to connect with the Second Line Rd. however. The extension of Terry Fox northerly from the Queensway to the Second Line Rd. is not anticipated for some time. Although it is unopened, the Second Line Rd. is the only north-south road servicing development in northwest Kanata. Until it is opened and connected with Terry Fox, there will be a missing link in the transportation network in northwest Kanata and access will be limited.

It is therefore suggested that Terry Fox should be extended to the Second Line Rd. and that the Second Line should be opened to provide an additional means of access and serve as a collector for the Paracon lands and other developments in North Kanata and to help relieve congestion on Hwy. 17. It is also submitted that the Second Line Rd. would represent a more logical boundary for the WUC than the Ontario Hydro easement, which represents the boundary at present.

An expansion of the WUC boundary to the Second Line Rd. would bring the Paracon II land into the urban envelope. As outlined in Section 2.0, the property is physically suitable for development and can be fully serviced. The draft approved Plan of Subdivision for Paracon Phase I contemplates and allows for the extension of roads and urban services into this area. Thus, inclusion of the Paracon II land in the urban envelope would provide for contiguous development. The development of Paracon II would also achieve both the construction of the Second Line & the extension of Terry Fox to the west.

The Paracon II land, bounded by the Second Line Rd., would therefore appear to be a desirable location for infill development and represent a logical expansion of the West Urban Community.

3.6 Implications for the Regional Development Strategy

An expansion of the WUC may be perceived to affect the population and land supply allocation for the WUC referred to in Section 3.1. However, Kanata's actual development history as discussed in Section 3.3 is such that the infill is appropriate.

Based on concerns with Regional sanitary sewer capacity, the expansion of the WUC to include the ECC was originally approved for a population limit of 8000. However, the Paracon I approved Plan of Subdivision will generate a population of only 5775. Additionally, the population limit has since been lifted in the Regional draft Plan, (although sanitary sewer capacity in the WUC is still identified as a Regional concern).

Paracon therefore wishes to utilize the surplus capacity in its Phase I roads and services for its Phase II property.

It would therefore appear that the expansion of the WUC envelope to include the Paracon II land will assist in maintaining, not exceeding, the appropriate residential land supply, in achieving the desired population level for Kanata, and in completing the ECC in an appropriate manner.

4.0 THE PROPOSAL

Previous sections have established that the Paracon II land:

- is suitable for development;
- can be fully serviced;
- is a natural and logical extension of the Paracon I land and of the WUC.

Previous sections have also established that residential development in Kanata north:

- should be a Regional & City priority;
- should include higher density development and/or apartments;
- will assist in achieving Regional & City planning objectives.

4.1 An Apartment Community

Although the Paracon II property is a natural extension of the Paracon I development, Paracon does not propose to develop "more of the same" in respect of housing mix - i.e. low to medium density, predominantly small lot singles. The Paracon proposal for the Phase II property is an apartment building development in an open space setting, such that higher density apartment units would be provided but the density of the overall development would be equivalent to medium density.

Paracon's preliminary concept contemplates energy conserving apartment buildings sited in clusters surrounded by substantial open space in a predominantly natural state.

An 8000 population capacity was set aside for the ECC. The Paracon Phase I subdivision provides for 1777 units. Assuming 3.25 persons per unit (ppu), this would provide for 1777 x 3.25 = 5775 population.

The remaining portion of the ECC, (Part 4, Plan 4R-5611) is 5.4 ha. Assuming low density development in keeping with the rest of the ECC, 5.4 ha. (13.3 ac.) x 15 upha (6 un/ac.) = 81 units. 81 x 3.25 ppu = 263 population.

Assuming a minimum population for the Paracon Phase II property based on the unutilized portion of the ECC servicing capacity, the subject site could accommodate 8000 - 6038 (5775 + 263) = 1962 population. At 2.0 ppu, 1962 ÷ 2.0 = 981 units. With a site of 27.15 ha. (67.09 ac.); this represents a density of 981 ÷ 27.15 (67.09) = 36 upha (14 un/ac.) or what is normally taken to be medium density.

4.2 Site Suitability

The previous section established that higher density or apartment development in Kanata north would be in keeping with and contribute to a number of Regional and City planning policies and objectives. A further examination of the suitability of the Paracon II proposal on a site - specific basis indicates that the apartment development would:

- complement the low & medium density ground-oriented housing being developed in Paracon Phase I;
- represent efficient development, further complementing the Paracon Phase I "Energy Conserving Community";
- provide the opportunity to retain some of the natural features & amenity of the site - slopes, significant trees, rock outcrops - such that some of the character of the South March Highlands is preserved;
- be appropriately located at the intersection of and abutting three future arterial roads - Terry Fox, Second Line & Klondike - such that the higher density development can take advantage of future transit, and traffic generated by the development will not disrupt the abutting community;
- be self-contained and self-sufficient in terms of external access but be linked internally to Paracon Phase I (via Street No. 16) thereby promoting community interaction and the use and support of community services & facilities - schools, parks & commercial establishments;
- utilize the capacity in roads & services designed into and now being constructed in Paracon Phase I development.
- promote and contribute to the extension & upgrading of services including the extension of Terry Fox Dr. and the opening of Second Line Rd.

At a Site Plan level it is also noted that:

- the Hydro R.O.W. would provide a buffer between the higher density Paracon II proposal and the lower density Paracon I development;
- retained trees could serve to screen arterial roads and the Hydro R.O.W. from the development;
- external access points could be from three arterials and three directions: north, south and west.

Based on the preceding, we would submit that the proposal for an apartment community in an open space setting on the Paracon II property is both appropriate and highly desirable in terms of planning and engineering principles.

However, during preliminary discussions with the Regional Planning Commissioner regarding the Paracon II proposal, it was suggested that the matter of the South March Highlands be addressed.

4.3 The South March Highlands

Regional Conservation Study

As described in Section 2.4, the Paracon II property is designated "Marginal Resource Area (Restricted)" in the Regional Official Plan. The designation of areas as Marginal Resource Area & Marginal Resource Area (Restricted) was based on a conservation study undertaken by the Regional Planning Department in 1977: "River Corridors and Conservation Areas Project: Conservation Lands in Ottawa-Carleton".

The study identifies a number of conservation "Management Areas". The subject Paracon II property is included in the "South March Highlands, Bradley Falls" management area and is identified as being in an "Environmentally Significant Area" and specifically classified as a "Significant Vegetation Area". The study indicates that the criteria for designation of such areas are: 1) unusual or rare vegetation species identified by naturalists or 2) a particularly excellent example of a climax forest within a larger natural area. It would appear that the designation was probably based on the latter. (See Appendix 4).

The study recommends that such areas be retained for their scientific & educational value, that their primary use should be for conservation purposes, and that other permitted uses should be: scientific & educational study, limited scale recreational uses & facilities, and appropriate harvesting. These conservation areas have not been acquired by the Regional or local municipality however.

"Marginal Resource Area (Restricted)" Areas Policies and Development Approvals

Due to the recent nature of the conservation study, the Regional draft Plan identifies the same Marginal Resource Area (Restricted) (MRA(R)) designation for the South March Highlands area. Some confusion arises however in reviewing the policies for the MRA(R) areas in the existing and draft Official Plans (essentially the same). The recommendations of the Conservation Study that was the basis for the OP designations clearly do not contemplate residential development in

Environmentally Significant Areas, including Significant Vegetation Areas. The adopted policies for MRA(R) areas however do permit appropriate Country Lot development or "other uses" assisting in preservation of the environment.

As a result, without public acquisition, development has occurred in these areas, including Kanata north. A significant portion of the South March Highlands area has been incorporated into the Marchwood-Lakeside Community. Another portion has been incorporated into the Metcalfe Realty golf course subdivision, and other proposals are before staff.

Paracon II Site

Based on the Commissioner's comments however, a further examination of the Paracon II site and the surrounding area was undertaken. Our site visits confirmed that the only environmental feature that could be considered significant would indeed be the vegetation. The wooded area in question is defined by such artificial boundaries as the Klondike & Second Line Rds. and the Ontario Hydro and CNR right-of-ways. It is presently transected by the Goulbourn Forced Rd. and will ultimately be transected by Terry Fox Dr., a major arterial.

The wooded area south of future Terry Fox falls within Marchwood-Lakeside and is designated "Natural Environment Area" (NEA) in the Regional Official Plan. The NEA policies are more restrictive than those of the MRA (R) designation affecting the Paracon II land north of Terry Fox.

The majority of the NEA land is within Campeau Corporation's ownership and is subject to the "40% Open Space Agreement" between the City of Kanata and Campeau. Under the agreement, the land will be dedicated to the City for conservation and recreation purposes.

The portion of the woodlot on the Paracon land will be separated from the Marchwood-Lakeside portion by Terry Fox Drive. It is our view that some portions of the Paracon wooded area may be more significant than others - i.e. certain stands of mature trees. The entire area as defined by rights-of-way may not be significant however, and is an area that represents a logical expansion of the urban envelope.

The Paracon proposal contemplates the preservation of some natural features in the open space setting surrounding the proposed apartment clusters. The Paracon Group will therefore give consideration to preserving and incorporating some of the most significant vegetation into its development proposal.

We therefore submit that the Paracon proposal offers an attractive alternative to standard urban development and a compromise between conservation concerns and pressure for a logical and inevitable expansion of the urban envelope. We urge the Regional Municipality and the City of Kanata to support the Paracon Group request for an amendment to the Regional Official Plan to include the subject property in the urban area.

5.0 THE OFFICIAL PLAN REVIEWS AND RECOMMENDED OFFICIAL PLAN AMENDMENTS

5.1 Timing - Official Plan Reviews

The City of Kanata is in the process of initiating an Official Plan Review which will consolidate and update the various Official Plan Amendments covering the municipality. The Regional Municipality is in the final stages of its Official Plan Review with public meetings scheduled for September 1987. It is therefore appropriate that the request to include the Paracon Phase II property in the WUC urban area be implemented by an amendment to the draft Regional Official Plan. This brief has therefore been prepared in accordance with the Regional Municipality's request for public consultation and comment in respect of the draft Official Plan. The City of Kanata has been approached and will continue to be consulted in regard to the proposed amendment.

It has been our experience that general Official Plan Amendments are often delayed pending approvals for specific parts or aspects of the Plan. Because Paracon Group are anxious to obtain an urban designation for the Phase II property, we are therefore concurrently with this brief submitting to the Regional Clerk's office a formal request to amend the Official Plan. This brief will therefore also serve as a supporting document for the formal application.

5.2 Recommended Official Plan Designations

Based on our analyses we request that the existing and draft Regional Official Plan be amended as follows:

Regional Official Plan

From: "Marginal Resource Area (Restricted)", Official Plan Schedule "A", Rural Policy Plan,

To: "Residential District" (E.C.C.), Official Plan Schedule "B", Urban Policy Plan.

Regional Draft Official Plan

From: "Marginal Resource Area (Restricted)", Official Plan Schedule "A", Rural Policy Plan,

To: "General Urban Area" (E.C.C.), Official Plan Schedule "B", Urban Policy Plan.

APPENDIX 1

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
OFFICIAL PLAN

OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

A CONSOLIDATION OF THE OFFICIAL PLAN
OF THE REGIONAL MUNICIPALITY OF
OTTAWA-CARLETON AS APPROVED BY THE
MINISTER OF MUNICIPAL AFFAIRS AND
THE ONTARIO MUNICIPAL BOARD OR
CABINET.

of such policy on transit routes.

(3) When approving or considering local official plans, plans of subdivision, plans of condominium, severances, restricted area by-laws, and site plans, or amendments to one or more of them, Council shall ensure:
[OPA #30, 16 MARCH, 1983, SECTION 2.4.1(3) IN PART]

i) the adequacy of transportation services;

ii) the adequacy of piped services and treatment facilities; and

iii) the adequacy of community facilities discussed in Part 4 of this plan.

(4) The provision of commercial facilities shall be in accordance with Section 2.5.4.4.3. of this plan.

Section 2.4.1 (5) The lands designated as "Energy Conserving Residential District" will be used for the purpose of an energy conserving community, the population of which shall not exceed 2,200 dwelling units (8,000 persons) and shall be accommodated within the 100,000 population allocated for the West Urban Community. The area shall only be developed after the approval of a detailed secondary plan acceptable to both the City of Kanata and the Regional Municipality of Ottawa-Carleton. This plan shall establish the criteria as to how an energy conserving commuity is to be developed and should consider inter alia the following:
[OPA #30, 16 MARCH, 1983, SECTION 2.4.1(5) IN PART]

i) hot water district heating to all housing units;

ii) specified responsibility for the continuing ownership, management, and operation of the district heating system and monitoring of the same;

iii) establishment of structures and rate review acceptable to the Ministry of Energy;

iv) assurances that no financial costs will be incurred by the City of Kanata as a result of the development of district heating facilities; and

v) the secondary plan shall make provision for siting, insulation, landscaping, innovative architectural design, and other considerations necessary to maximize energy conservation.
[OMB ORDER, NO. 63, 11 OCTOBER, 1979, SECTION 2.4.1(ii) (5) ALL]
[OPA #30, 16 MARCH, 1983, SECTION 2.4.1(5) (v) IN PART]

(6) When approving or considering local official plans, secondary plans, development plans, plans of subdivision, plans of condominium and severances or amendments to one or more of them, Council shall ensure that the proposed plan encourages energy savings by providing good opportunity for developing south facing buildings and minimizing auto travel needs by provision of safe and convenient pedestrian and bicycle routes.
[OPA #34, 9 MAY, 1983 SECTION 2.4.1(ii) (6) ALL]

(7) [DELETED BY OPA #34, 9 MAY 1983 SECTION 2.4.1(ii) (7) ALL]

2.4.2 RESIDENTIAL DEVELOPMENT IN RURAL AREAS

2.4.2.1 Introduction

In 1971 there were 49,000 people or about 10% of the regional population living in the rural portions of the planning area. Roughly 15,000 or 30% of these resided in the 40 hamlets and villages in the planning area. These communities ranged from a cluster of houses centered on a crossroads to villages of several thousand persons with a variety of commercial establishments and community facilities.

The remaining 70% of the rural population (34,000 persons) was located throughout the countryside in a number of distinct patterns. Most evenly distributed was the farm population which numbered just under 9,000. Of the non-farm housing some was randomly located on large lots but most was clustered on small lots (less than 0.4 hectares) either in the form of strip development along major roads and watercourse: or in isolated subdivisions*. Some of the small lo development was in the form of cottages converted t year-round dwellings.

As set out in Section 2.2.1 the regional framework fo growth provides for population growth in the rura area to be at the same rate as growth of the tota population. This would entail approximate increase in population as set out in Table 2-5.

Table 2-5
Rural Population Growth

Regional Population[a]	Rural Population	Increase Over 1971	Increase in Each Stage	Year[a]	Stage
471,931	49,000	–	–	1971	
750,000	75,000	26,000	26,000	1991	1
1,000,000	100,000	• 51,000	25,000	2006	2

[a] See Table 2-1 in Section 2.1.1.

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*Examples of small lot subdivisions are Marathon in West Carleton; Heart's Desire in Nepean.

(ix) wayside pits and quarries,

(x) once a pit, quarry, underground mine, wayside pit or wayside quarry has been exhausted and the licence has been surrendered, uses may be permtted in accordance with policies (2) (i) to (2) (vii).

(xi) local official plans of area municipalities shall permit wayside pits and quarries and extraction of categories 1, 2 or 3* of sand and gravel.

[OPA #31, 27 DECEMBER 1984, SECTION 5.5 (2) viii, ix, x, xi, ALL]

Section 5.5 3(a) Land uses, activities and other policies considered appropriate for marginal resource areas (restricted) are:

(i) farming, including the residential accommodation requirements of the farming activity;

(ii) forestry;

(iii) recreational uses which do not adversely affect the natural characteristics of the environment;

(iv) uses that will assist in conserving or managing water supplies, wildlife or other natural characteristics;

(v) uses which will utilize the natural characteristics of these areas for scientific or educational purposes;

(vi) a single family dwelling and accessory buildings on each lot existing and fronting on a public road;

(vii) Country lot residential development in accordance with Section 2.4.2.7 provided that any application for such development be accompanied by appropriate studies that demonstrate that the development;

(a) will not adversely affect public health and safety, that is, will not pollute ground water, will not result in the development of hazard lands, and will be located away from incompatible areas,

(b) has a proven availability of an adequate quality and quantity of ground water for private wells, and in particular, has a minimum flow of 3 gallons per minute for each lot,

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*as defined in the report "Aggregate Assessment of the Regional Municipality of Ottawa-Carleton, Ontario, Canada," by T.W. Fletcher and M.A. Klugman, 1979.

(c) will cause no adverse impact both on and off the site on such matters as deer, waterfowl, features of botanical significance, wetlands, forestry resources or scenic attributes. The appropriate studies required in this policy shall be carried out by persons qualified in the particular disciplines affected, and

(d) retains sufficient lands in a natural state to achieve the objectives for marginal resource areas (restricted);

(viii) other uses, provided it can be demonstrated that they will assist in the preservation of these lands or are not detrimental to the local character of the natural environment.

3(b) In order to assist in the preservation of these lands, it is necessary that certain levels of government and public agencies assume specific responsibilities to control public activities and to assist the private landowners to protect and preserve the natural environment.

3(c) When an application is made to sever or subdivide land for the purposes of development, Council shall decide whether it is necessary to acquire such lands in order to ensure the objectives for marginal resource areas (restricted) are met. If Council decides to acquire such lands, an offer of purchase shall be made according to the procedures in policies 3 ii) or 3 iii) of Section 5.3.5.

[OPA #12, 22 AUGUST, 1983 SECTION 5.3 (POLICY 3) ALL]

(4) Within the marginal resource areas and marginal resource areas (restricted) designated on Schedule "A", all new development shall conform with the environmental management policies contained in Section 5.6 of this plan.

[OPA #12, 22 AUGUST, 1983 SECTION 5.3 (POLICY 4) ALL]

5.6 ENVIRONMENTAL MANAGEMENT

5.6.1 INTRODUCTION

The protection of the natural environment is a major objective in establishing policies to distribute growth, as is the need to ensure that development is safeguarded from any natural hazards. Council's policy to consider the natural environment as an irreplaceable resource is of particular signficance for the setting of the nation's capital. In addition, it is important that the man-made environment does not suffer unduly from adverse influences such as air and noise pollution.

APPENDIX 2

DRAFT REGIONAL OFFICIAL PLAN

DRAFT

OFFICIAL PLAN

REGIONAL MUNICIPALITY OF
OTTAWA-CARLETON

Planning Department Recommendations to
Planning Committee

Regional Municipality of Ottawa-Carleton
Planning Department
May, 1987

(aussi disponible en français)

a) to place land it acquires under its management agreement with the Ministry of Natural Resources. However should some other management arrangement be proposed and such were considered feasible and desirable by Council such could be considered,

b) to establish local advisory committees to review the management program developed by the Ministry of Natural Resources which may advise the Council and Regional Planning Committee accordingly, after consultation with interested parties. The terms of reference for such committees shall be established, as required,

c) to consult with the Ministry of Natural Resources in order to achieve the following management practices on land it owns:

   i) recreational uses should be established only after a management plan has been prepared in conjunction with the committees noted in 4b),

   ii) land should be developed for public use only if it has access from an open right-of-way or from other public land itself having such access,

   iii) boundary markers should be placed at the four corners of property owned by the Region,

   iv) land may be leased to another party for a specified purpose having regard for the interests of adjacent landowners, the physical features on the property and Council's objectives as stated in section 5.3.1.

d) to continue to pay full grants in lieu of taxes to area municipalities on lands acquired, with such grants being at the municipal residential mill rate,

e) to be prepared to entertain requests from area municipalities for grants to cover additional municipal costs demonstrated to result from the use or management of Regional Land in the Natural Environment Areas.

5. intends that where environmental constraints as shown on Schedule G occur within Natural Environment Areas, the policies of Section 7.2 shall apply also.

6. intends that, any public work (as defined by the *Planning Act*) within the Natural Environment Areas or Conservation Areas (Urban) shall not be constructed until it has been the subject of an environmental impact study undertaken jointly by the proponent and the Council to determine the environ mental impacts of the proposal and to recommend whether the project should be undertaken, and if so, under what conditions.

7. intends that for public works not within the purview of the *Planning Act* to have regard for the objectives for the Natural Environment Areas as set out in Section 5.3.1 when providing comments on the work proposed. Council will similarly have regard for the environmental features of the Conservation Areas (Urban) as described in Section 5.3.5.

8. intends that when approving or considering local official plans, plans of subdivision, severances, zoning by-laws and site plans or amendments to one or more of them, will in addition to the above policies, have regard for the objectives for geomorphic, geological and landscape features as stated in Section 5.3.4.

9. intends in Conservation Areas (Urban) policies 2e) and 2f) will apply and in addition recreational uses that make use of and do not detract from the environment of the location in question will be permitted.

5.4 MARGINAL RESOURCE AREAS (RESTRICTED)[1]

Council recognizes that some areas because of their natural features require land use and development policies which are more limited than those otherwise appropriate for General Rural Areas. These areas have been designated marginal resource area (restricted) with the following objectives:

- to protect areas for wildlife;
- to protect areas of scientific or educational value;
- to protect areas of botanical interest;
- to protect areas of scenic value;
- to set aside land for forestry purposes; and

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[1] This section is the result of a major study and amendment to the official plan. As it was only recently approved, it has not been reconsidered in the official plan review and is included in the draft official plan for completeness. Any changes are confined to housekeeping matters, such as numbering and cross-references. No substantive changes have been made.

- to protect water supplies and wetlands.

Lands designated marginal resource area (restricted) are intended for the preservation of the natural land and environment primarily through private ownership.

In summary, Council proposes that:

1. The lands designated Marginal Resource Areas (Restricted) on Schedule A shall remain essentially in their present state.

2. Land uses, activities and other policies considered appropriate for Marginal Resource Areas (Restricted) are:

    a) farming, including the residential accommodation requirements of the farming activity;

    b) forestry;

    c) recreational uses which do not adversely affect the natural characteristics of the environment;

    d) uses that will assist in conserving or managing water supplies, wildlife or other natural characteristics;

    e) uses which will utilize the natural characteristics of thse areas for scientific or educational purposes;

    f) a single family dwelling and accessory buildings on each lot existing and fronting on a public road;

    g) country lot residential development in accordance with Section 4.2.3 provided that any application for such development be accompanied by appropriate studies that demonstrate that the development;

    i) will not adversely affect public health and safety, that is, will not pollute ground water, will not result in the development of hazard lands, and will be located away from incompatible areas.

        ii) has a proven availability of an adequate quality and quantity of ground water for private wells, and in particular, has a minimum flow of 3 gallons per minute for each lot,

        iii) will cause no adverse impact both on and off the site on such matters as deer, waterfowl, features of botanical significance, wetlands, forestry resources or scenic attributes. The appropriate studies required in this policy shall be carried out by persons qualified in the particular disciplines affected, and

        iv) retains sufficient lands in a natural state to achieve the objectives for Marginal Resource Areas (Restricted);

    h) other uses, provided it can be demonstrated that they will assit in the preservation of these lands or are not detrimental to the local character of the natural environment.

3. In order to assist in the preservation of these lands, it is necessary that certain levels of government and public agencies assume specific responsibilities to control public activities and to assist the private landowners to protect and preserve the natural environment.

4. When an application is made to sever or subdivide land for the purposes of development, Council shall decide whether it is necessary to acquire such lands in order to ensure the objectives for Marginal Resource Areas (Restricted) are met. If Council decides to acquire such lands, an offer of purchase shall be made according to the procedures in policies 2b) or 3c) of Section 5.3.6.

APPENDIX 3

KANATA OFFICIAL PLAN
OPA #36

PART A - THE PREAMBLE

CHAPTER VI
MARCH TOWNSHIP
PLAN OF LAND USE AND ROADS
OTTAWA PLANNING AREA

AMENDMENT NO. 36
TO THE OFFICIAL PLAN
OF THE OTTAWA PLANNING AREA

Only that part of this document entitled "Part B - The Amendment" constitutes Amendment No. 36 to the Official Plan of the Ottawa Planning Area.

PURPOSE

The purpose of this Amendment is to establish major land use and road categories for the Township of March and to ensure an orderly and economic pattern of growth.

LOCATION

This Amendment is an addition to the Official Plan of the Ottawa Planning Area, and constitutes Chapter VI.

BASIS

The Townships has carried out an overall planning study, the major findings of which are outlined in Part C. This study concludes that (a) the Township will require an area for extensive urban development adjacent to the National Capital Commission's Greenbelt (b) the Constance Creek and Carp River valleys should be preserved in their natural state, (c) provision for low density residential development should be centred on the existing communitites of Dunrobin and Harwood Plains, (d) beyond the urban development area the existing rural land use and community characteristics should be preserved.

It should be appreciated that significant factors may or will exist in the future that will modify these conclusions and thus require revisions to this plan.

CHARACTERISTICS OF LAND USE CATEGORIES

1. Residential Area

The Residential Area designation indicates that the predominant use will be for various types of residential units. Other uses which are compatible with and accessory to the basic residential uses such as schools, churches, parks, institutions, public utilities to serve local needs may be permitted in accordance with the criteria of development provided such uses are not detrimental to the residential use.

2. Town Centre

Within the Town Centre will be permitted highway and regional commercial uses, such as department stores, hotels, restaurants, showrooms, specialty shops and similar uses required to serve regional needs. Places of entertainment, professional and business offices, and high density residential development will also be permitted subject to the provision of satisfactory vehicular access, pedestrian circulation, provision of off-street parking, buffer zones, landscaping within the site development and other conditions as deemed necessary and/or desirable.

3. Community Core

Within each Community Core places of entertainment, limited professional and business offices, branch library, meeting hall, fire hall and limited commercial uses sufficient to serve the needs of the neighbourhood may be permitted. In those communities where a high school is located the school should form part of the core area. The uses permitted as aforesaid may be grouped together.

4. Industrial Area

Industrial Areas are intended to include large areas basically characterized by industry and ancillary commercial uses which supplement the industrial nature of such an area by way of service. Commercial uses accessory to the industrial uses such as banks, public garages, automobile, boat and trailer sales areas and eating establishments are encouraged.

CHARACTERISTICS OF ROAD CATEGORIES

1. Freeway

The Freeway should have a minimum right-of-way of 300' with access points limited to grade separated interchanges. The freeway width and mode of access and egress in the vicinity of the Town Centre of Kanata may be varied subject to the detailed design being approved by the Ontario Department of Highways.

2. Primary and Secondary Arterials

The Primary Arterial roads shall have a minimum width of 100' and the Secondary Arterial roads a minimum of 86'. These arterials should be designed for heavy traffic volumes and intra-regional movement of traffic. Access to these arterials should be controlled.

3. Major Collector and Local Roads

Supplementing the freeway and arterial roads system will be a system of Major Collector and Local Roads. These Collector and Local Roads shall have a minimum road allowance of 66'. This requirement may be reduced to 60' for local residential roads and 50' in the case of cul-de-sac roads not exceeding approximately 750' in length.

CRITERIA OF DEVELOPMENT

The following are the criteria and standards which ideally should be applied.

1. Urban Area, Kanata

The population of the urban area, Kanata shall be based on an overall density of 4 to 5 residential units per gross acre.**

** Gross acre means the total acreage of land within the area or category under consideration and, without limiting the generality of the foregoing, shall include roadways, parks, service lands, institutional lands and all other public use lands.

The distribution of such density shall be in accordance with the details set forth in this Chapter and in the Plan of Densities - Kanata, Schedule B of Chapter VI.

Twenty elementary schools, based on a standard of one school per three thousand population, and three secondary schools, based on a standard of one school per twenty thousand population shall be required.

2. Residential

The High Density Residential category is intended to include development at a density of between 8 to 20 residential units per gross acre. Development of this nature adjacent to the Town Centre and Community Cores, Primary and Secondary Arterials and the Freeway shall, wherever possible, be multi-family.

The Medium Density Residential category is intended to include development at a density of between 4 to 7 residential units per gross acre.

The Low Density Residential category is intended to include development at a density of between 1 to 3 residential units per gross acre. Single family homes will not be permitted direct access to Primary Arterials or be located within or adjacent to the Town Centre.

Within the Deferred Development Area, development except for limited infilling shall not be permitted unless full municipal services are provided.

Notwithstanding anything herein contained, only those developments which have received approval by the Council of the Township of March prior to 1967 will be allowed to proceed, provided that no dwelling unit shall be built on a lot of not less than three acres in size and provided that the developer conforms with the provisions of Section 26 of the Planning Act.

3. Town Centre and Community Core

Facilities which serve the urban area, Kanata shall be located within the Town Centre. Facilities which serve the neighbourhood shall be located with the Community Cores. Residences may be permitted above stores, offices or other commercial premises within the Community Core.

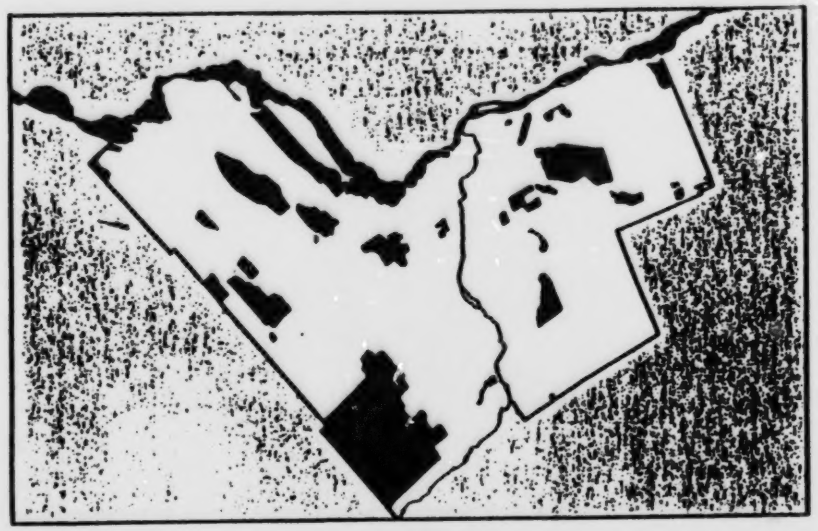
APPENDIX 4

RMOC PLANNING DEPARTMENT
CONVERVATION LANDS STUDY, 1977

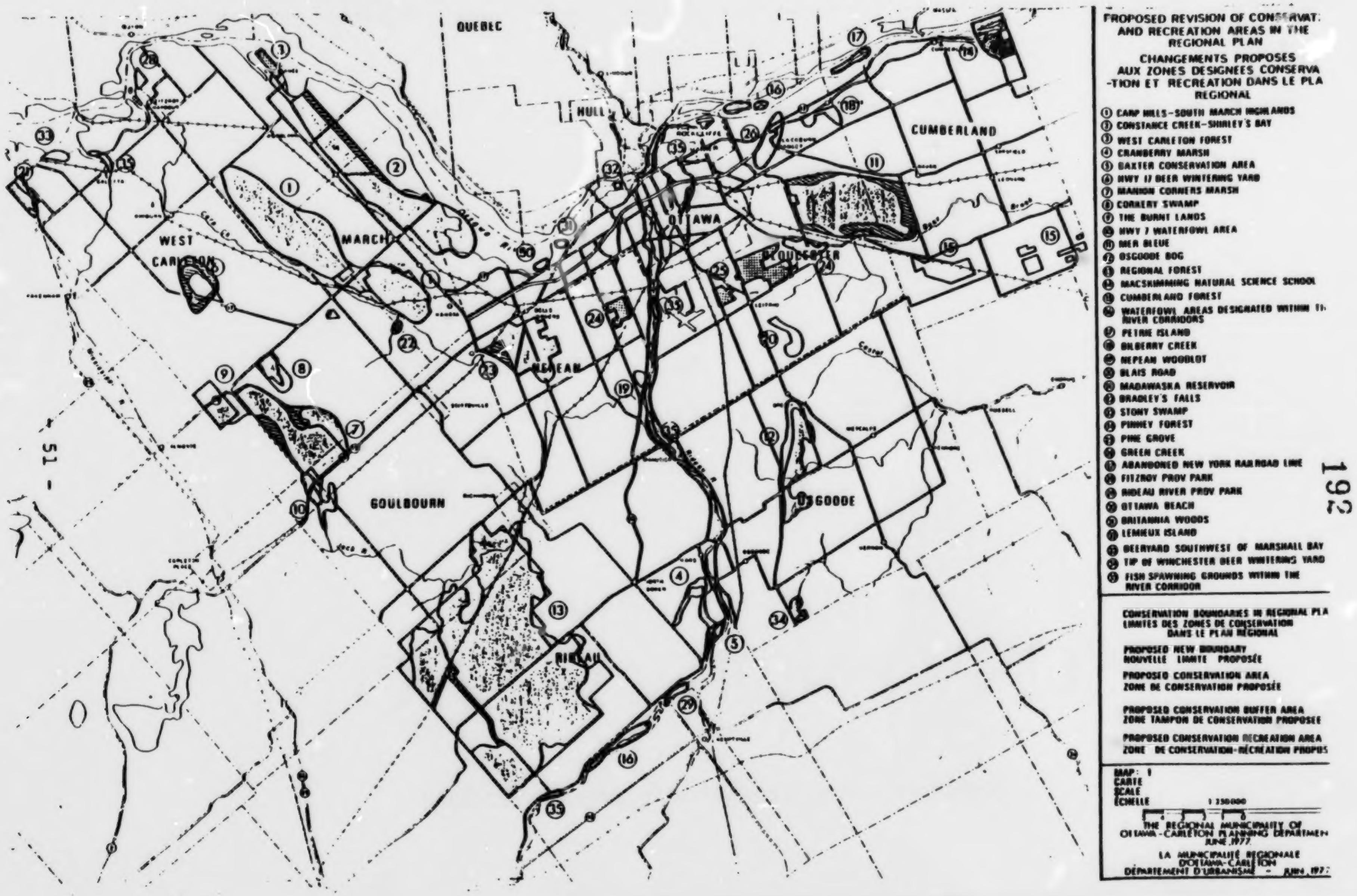
RIVER CORRIDORS AND CONSERVATION AREAS PROJECT

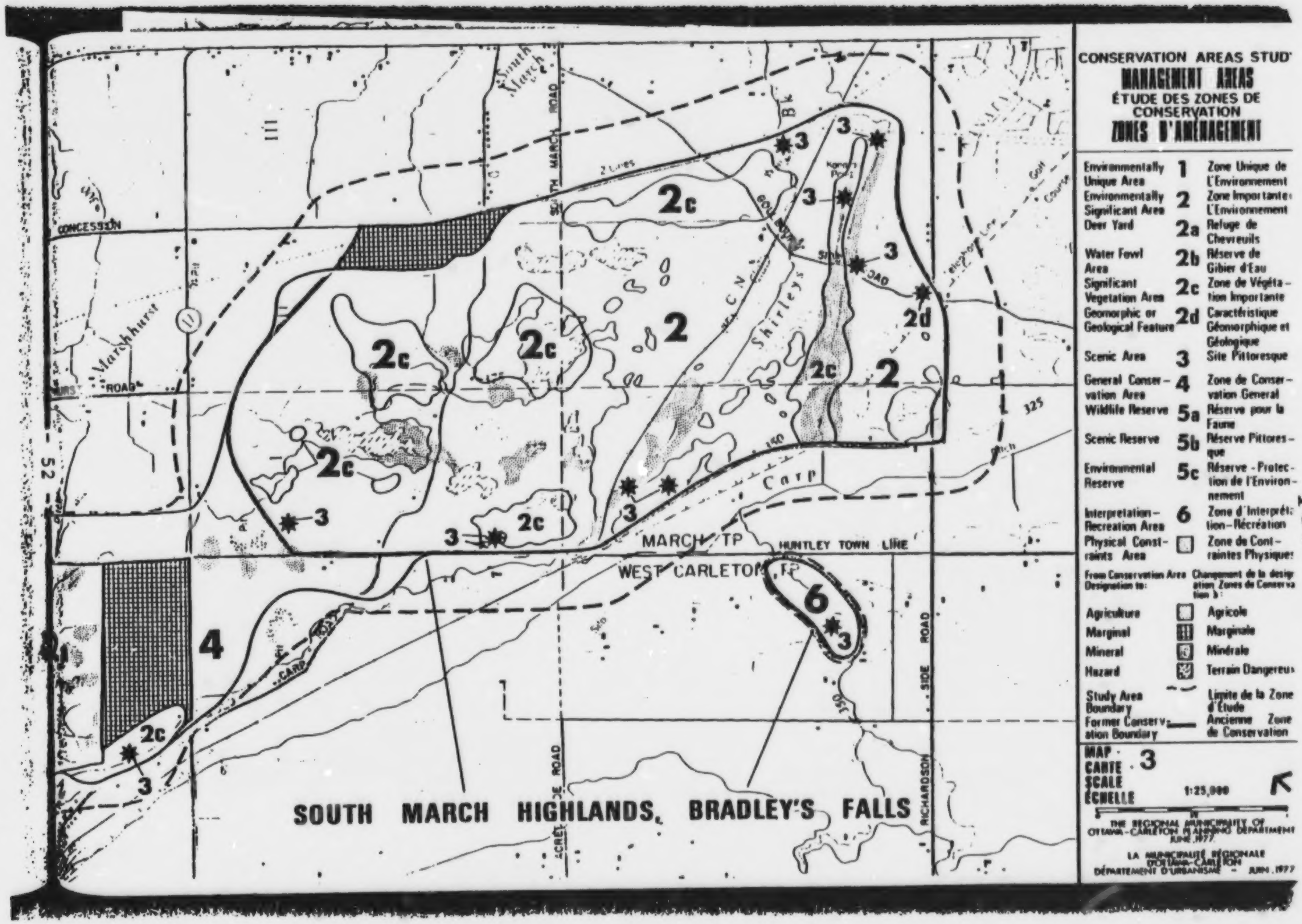
CONSERVATION LANDS

In Ottawa-Carleton



Planning Department, Regional Municipality of Ottawa-Carleton


QUEBEC
HULL
OTTAWA
CUMBERLAND
WEST CARLETON
MARCH
NEPEAN
GLOUCESTER
GOULBOURN
OSGOODE
RIDEAU
PROPOSED REVISION OF CONSERVAT AND RECREATION AREAS IN THE REGIONAL PLAN
CHANGEMENTS PROPOSES AUX ZONES DESIGNEES CONSERVA-TION ET RECREATION DANS LE PLA REGIONAL
① CARP HILLS–SOUTH MARCH HIGHLANDS
② CONSTANCE CREEK–SHIRLEY'S BAY
③ WEST CARLETON FOREST
④ CRANBERRY MARSH
⑤ BAXTER CONSERVATION AREA
⑥ HWY 17 DEER WINTERING YARD
⑦ MANION CORNERS MARSH
⑧ CORKERY SWAMP
⑨ THE BURNT LANDS
⑩ HWY 7 WATERFOWL AREA
⑪ MER BLEUE
⑫ OSGOODE BOG
⑬ REGIONAL FOREST
⑭ MACSKIMMING NATURAL SCIENCE SCHOOL
⑮ CUMBERLAND FOREST
⑯ WATERFOWL AREAS DESIGNATED WITHIN TH RIVER CORRIDORS
⑰ PETRIE ISLAND
⑱ BILBERRY CREEK
⑲ NEPEAN WOODLOT
⑳ BLAIS ROAD
㉑ MADAWASKA RESERVOIR
㉒ BRADLEY'S FALLS
㉓ STONY SWAMP
㉔ PINHEY FOREST
㉕ PINE GROVE
㉖ GREEN CREEK
㉗ ABANDONED NEW YORK RAILROAD LINE
㉘ FITZROY PROV PARK
㉙ RIDEAU RIVER PROV PARK
㉚ OTTAWA BEACH
㉛ BRITANNIA WOODS
㉜ LEMIEUX ISLAND
㉝ DEERYARD SOUTHWEST OF MARSHALL BAY
㉞ TIP OF WINCHESTER DEER WINTERING YARD
㉟ FISH SPAWNING GROUNDS WITHIN THE RIVER CORRIDOR
CONSERVATION BOUNDARIES IN REGIONAL PLA
LIMITES DES ZONES DE CONSERVATION DANS LE PLAN REGIONAL
PROPOSED NEW BOUNDARY
NOUVELLE LIMITE PROPOSÉE
PROPOSED CONSERVATION AREA
ZONE DE CONSERVATION PROPOSÉE
PROPOSED CONSERVATION BUFFER AREA
ZONE TAMPON DE CONSERVATION PROPOSEE
PROPOSED CONSERVATION RECREATION AREA
ZONE DE CONSERVATION-RÉCRÉATION PROPOS
MAP: 1
CARTE
SCALE
ECHELLE 1 250000
THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON PLANNING DEPARTMEN JUNE 1977
LA MUNICIPALITÉ REGIONALE D'OTTAWA-CARLETON DÉPARTEMENT D'URBANISME – JUIN 1977


CONSERVATION AREAS STUD'
MANAGEMENT AREAS
ÉTUDE DES ZONES DE CONSERVATION
ZONES D'AMÉNAGEMENT
Environmentally Unique Area 1 Zone Unique de L'Environnement
Environmentally Significant Area 2 Zone Importante: L'Environnement
Deer Yard 2a Refuge de Chevreuils
Water Fowl Area 2b Réserve de Gibier d'Eau
Significant Vegetation Area 2c Zone de Végétation Importante
Geomorphic or Geological Feature 2d Caractéristique Géomorphique et Géologique
Scenic Area 3 Site Pittoresque
General Conservation Area 4 Zone de Conservation General
Wildlife Reserve 5a Réserve pour la Faune
Scenic Reserve 5b Réserve Pittoresque
Environmental Reserve 5c Réserve - Protection de l'Environnement
Interpretation-Recreation Area 6 Zone d'Interprétation-Récréation
Physical Constraints Area Zone de Contraintes Physiques
From Conservation Area Designation to: Changement de la designation Zones de Conservation à:
Agriculture Agricole
Marginal Marginale
Mineral Minérale
Hazard Terrain Dangereux
Study Area Boundary Limite de la Zone d'Étude
Former Conservation Boundary Ancienne Zone de Conservation
MAP · CARTE · 3
SCALE ÉCHELLE 1:25,000
THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON PLANNING DEPARTMENT JUNE, 1977
LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON DÉPARTEMENT D'URBANISME - JUIN, 1977
SOUTH MARCH HIGHLANDS, BRADLEY'S FALLS
SOUTH MARCH ROAD
South March
CONCESSION
ROAD
Marchhurst
Shirleys
Bk
Carp
MARCH TP
WEST CARLETON TP
HUNTLEY TOWN LINE
RICHARDSON SIDE ROAD
Golf Course
2c
2
2d
3
4
6
52
325

  - land drainage improvements,
  - activities which would restrict or alter the natural flow of surface and ground water through the site,
  - earth moving, land filling, dumping, land shaping or landscaping activities,
  - any other use or activity that may have a detrimental effect on the area,
- active farming should be discouraged within these areas.

Sec. 4.1.2.2 Management Area 2c - Significant Vegetation Area

General Characteristics

These areas have vegetation species which are rare or unusual in the region.

The identification of significant vegetation areas is intended to indicate educational, scientific and recreational opportunities.

Criteria for Designation

(1) contains an area which has been identified by naturalists as having some unusual or rare vegetation species, or

(2) contains an area which has a particularly excellent example of a climax forest within a larger natural area.

Intent

- to retain these areas for their scientific and educational value.

Some Suggested Management Guidelines

- the primary use of these areas should be for conservation, nature study and scientific and educational purposes;
- limited scale recreational uses and facilities should be permitted subject to the following guidelines:
  - the size, location and site planning standards for each project be in accordance with the objectives for the conservation areas and, in particular, with the intent of the significant vegetation areas,
  - no use or activity be permitted unless it can be amply demonstrated that no significant environmental degradation will result,
- harvesting of woodlands should be permitted as long as it is based on sound woodland management principles and is conducted in keeping both with the objectives for the conservation areas and with the intent of the significant vegetation areas, i.e. clear cutting is considered to be an inappropriate activity;
- access by a well-designed trail system should be encouraged except where evidence indicates that the flora in the area is too sensitive to public viewing;

  NOTE: access to most of these areas will be subject to private land owners' rights.
- in order to maintain these areas in their natural state appropriate restrictions should be placed on the following:

- . land drainage improvements,
- . activities that will restrict or alter the natural flow of surface and ground water through the site,
- . earth moving, land filling, dumping, land shaping or landscaping activities,
- . location and design of access roads and trails to, from or within the area,
- . use of mechanized equipment including recreational vehicles,
- . any other use or activity that may have a detrimental effect on the area,

- active farming should be discouraged within these areas.

Management Area 2d - Geomorphic and Geological Features

General Characteristics

These are areas containing geomorphic and/or geologic features which have scientific and educational value. Such areas represent potential activity nodes within the conservation area.

Criteria for Designation

(1) contains a geomorphic or geologic feature identified by geologists as being unique, unusual or rare.

Intent

- to retain these areas for their scientific and educational value.

Some Suggested Management Guidelines

- the primary uses and activities in the vicinity of these features should be for scientific and educational purposes;
- recreational uses and facilities should be permitted subject to the following:
  - . the size, location and site planning standards for each project be in accordance with the objectives for the conservation areas and, in particular, with the intent of these areas containing geomorphic and geological features,
- consideration should be given to incorporating such features into any open space system which might be developed for a given conservation area.

4.1.2.3 Management Area 3 - Scenic Area

General Characteristics

As indicated earlier, many people consider entire conservation areas to be scenic. In identifying Management 3 Areas however, only the most visually attractive areas found in the conservation areas, and areas which offer the best opportunities for viewing the surrounding landscape were included.

Criteria for Designation

(1) a specific site which offers vistas or panoramic views of the surrounding landscape (which should rank highly in terms of distance of the view, variety of the scene, and vertical and horizontal depth of the vista), or

#032

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The
Proctor & Redfern
Group
Consulting Engineers and Planners

Suite 202, 210 Gladstone Avenue
Ottawa, Ontario K2P 0Y6
Telephone (613) 594-3000

September 4, 1987

E.O. 87924

4 1987
PLANNING DEPARTMENT

Chairman & Members
Regional Municipality
of Ottawa Carleton
Planning Committee
222 Queen Street
Ottawa, Ontario
K1P 5Z3

To Chairman & Members:

THE DRAFT RMOC OFFICIAL PLAN
DAVIDSON, ASHTON, MAGUIRE AND FAULKNER PROPERTIES

Lots 24 and 25, Concession 9
and
Lot 25, Concession 10
Township of Goulbourn

We hereby submit, on behalf of William Davidson, Carl Ashton, Howard Maguire and Reg Faulkner, comments on the draft RMOC Official Plan.

Mr. Davidson owns 65 hectares (160 acres) at Lot 25, Concession 9 in the Township of Goulbourn. Mr. Ashton is the owner of 81 Hectares (200 acres) immediately north of the Davidson property, being Lot 25, Concession 10. Mr. Faulkner owns the easterly half of Lot 24, Concession 9 and Mr. Maguire, the westerly half of Lot 24, Concession 9. The Faulkner and Maguire land consist of approximately 40 hectares (100 acres) each and are immediately west of the Davidson property.

These properties are located immediately south and east of the Village of Stittsville along Fernbank Road and to the west of Shea Road. The northerly 450 metres of the Faulkner and Maguire property is subject to Official Plan Amendment 54 to the Goulbourn Official Plan, adopted by Council by By-law 2-87 on February 16, 1987.

.../2

It is the desire of Goulbourn Township and Mr. Faulkner and Mr. Maguire that this amendment be considered by Regional Council for approval. The purpose of the amendment is to expand the southern boundary of the Village of Stittsville Planning Area and to add to the viability of the redevelopment of the southern portion of the Village of Stittsville's Main Street.

The current RMOC Official Plan designates the Davidson property Agricultural Resource and the Ashton, Maguire and Faulkner properties marginal Resource. The draft RMOC Plan proposes to designate all of this land Agricultural Resource Area, with the exception of the northerly 15 metres of the Maguire Faulkner property which is included in the Urban Area of Stittsville and the northerly 400 metres of the Ashton property which is designated General Rural. An assessment of the agricultural potential of the Davidson, Ashton, Maguire and Faulkner land was very recently undertaken by William Graham, a professional Agrologist, A copy of the site evaluation by Mr. Graham is included with this correspondence.

The agricultural survey results indicate extensive areas of shallow, stony soil that are not evident on the Regional soil map. Wet areas exist which retain some standing water throughout the growing season. It is the professional opinion of the agrologist that the Ashton Property is not suitable for any form of agricultural use. He has determined that in the event that the Davidson, Faulkner and Maguire properties were combined to form one operating agricultural unit, that there is insufficient soil to support an economically viable farm unit that is dependent on its land resource. Based on the agrologist's analysis of soil mapping, air photos and field observations, the good agricultural land is east of the Shea Road and southeast of the 10th line.

Thus, it must be concluded that the Davidson, Ashton, Maguire and Faulkner land does not warrant an Agricultural Resource designation in the Regional Official Plan, and with the exception of the land subject to Amendment 54 to the Goulbourn Official Plan, should be within the General Rural designation.

Attempts have been made by the owners during the past twenty years to improve the agricultural viability of these properties, without success.

It was decided by Ontario Hydro and Goulbourn Township to route the proposed 500 kw line throught the Davidson and Ashton properties in order to avoid the disruption of the viable agricultural operations to the east of Shea Road. The hydro corridor will further fragment this land.

We therefore respectfully request that the designation of lots 24 and 25, Concession 9 and lot 25, Concession 10 be amended in the draft Regional Plan to the General Rural Area, with the exception of the land subject to Goulbourn Official Plan Amendment 54. The land affected by Amendment 54 is proposed to be subject to the Urban Area policies for the Village 9of Stittsville.

.../2

Sept/4/87 E.O. 87924

We trust that the Members of the Regional Planning Committee will also support our submission and will recommend that Regional Council approve the proposed modification to the Draft Official Plan.

Our clients appreciate the opportunity to comment on the Draft Plan prepared by Regional Staff and look forward to addressing the Committee later this month.

Yours truly,

Proctor & Redfern Limited

MJ Bacon.

M.J. Bacon, B. Arch., M.C.D., M.C.I.P.
Director of Planning & Senior Consultant

mjb/cfc

cc: Mr. Doug Kelly
Mr. Bill Davidson
Mr. Howard Maguire
Mr. Carl Ashton
Mr. Reg Faulkner

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September 4, 1987 **E.O. 87924**

SEP 11 1987
PLANNING DEPARTMENT

Ms. A. T. MacEachen
Planning Committee Co-ordinator
The Regional Municipality
of Ottawa Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Ms. MacEachen:

We are Consultants to Mr. William Davidson, Mr. Carl Ashton, Mr. Howard Maquire and Mr. Reg Faulkner. William Davidson owns 65 hectares (160 acres) at Lot 25, Concession 9 in the Township of Goulbourn. Mr. Ashton is the owner of 81 Hectares (200 acres) immediately north of the Davidson property, being Lot 25, Concession 10. Mr. Faulkner owns the easterly half of Lot 24, Concession 9 and Mr. Maguire, the westerly half of Lot 24, Concession 9. The Faulkner and Maguire land consist of approximately 40 hectares (100 acres) each and are immediately west of the Davidson property.

We have submitted a response to the Draft Official Plan of the R.M.O.C. and would appreciate an opportunity to make a presentation to the Planning Committee.

OMB commitments preclude our appearance most of the time during the week of the 15th of September and we would therefore be grateful if we could appear before the committee in the afternoon of Friday the 18th of September or any time on Thursday, 24th of September please.

Yours very truly,

Proctor & Redfern Limited

Bacon.

M.J. Bacon, B. Arch., M.C.D., M.C.I.P.
Director of Planning and Senior Consultant

Weston Graham & Associates Limited

AGRICULTURAL SURVEY OF LOT 25, CONCESSION 9, AND AN ASSESSMENT OF 3 NEARBY PROPERTIES, TOWNSHIP OF GOULBOURN

Prepared for:

Mr. W.S. Davidson,
Mr. C. Ashton,
Mr. R. Faulkner,
Mr. H. Maguire,
of the
Township of Goulbourn

Prepared by:

William W. Graham, P.Ag.

September 3, 1987

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Field Survey Results 6

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Observations and Conclusions 13

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AGRICULTURAL SURVEY OF LOT 25, CONCESSION 9,
AND ASSESSMENT OF NEARBY PROPERTIES,
TOWNSHIP OF GOULBOURN

Terms of Reference

Weston Graham & Associates Ltd. was engaged in August, 1987, to carry out an agricultural assessment of the site, with respect to the agricultural potential of the property and the nearby properties of C. Ashton, R. Faulkner and H. Maguire.

Location

Three of the properties are located on the west side of the Shea Road, between the 9th and 10th Lines in Goulbourn Township The fourth property is on the north side of the 9th Line (Fernbank Road), opposite the Davidson property, and extending northwest to the CPR line.

The approximate area of each the four properties is:

W. Davidson - 160 acres

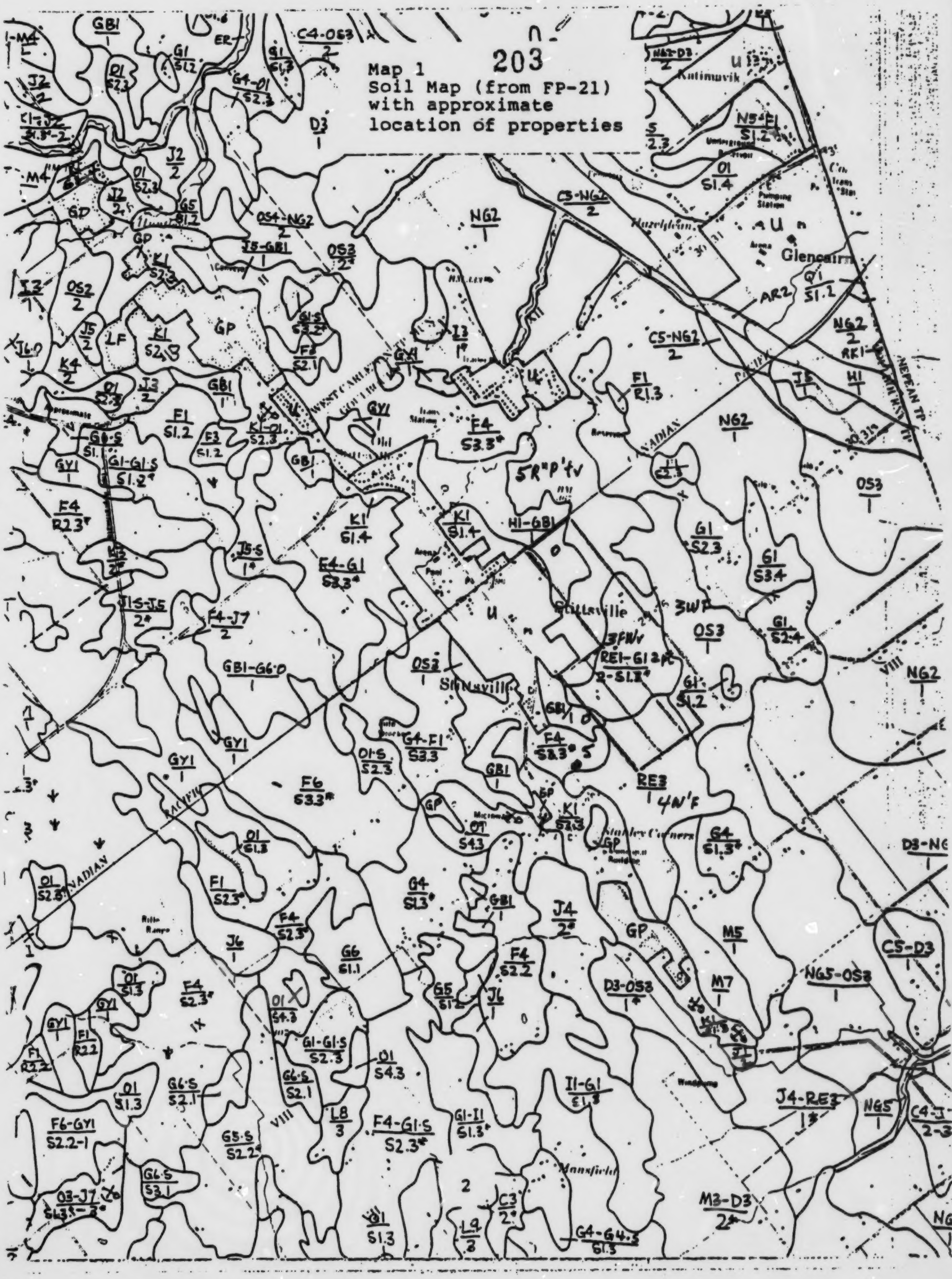
C. Ashton - 200 acres

R. Faulkner - 100 acres

H. Maguire - 100 acres.

Survey Methodology

The survey of the Davidson property and surrounding area was carried out in two steps. The first was to review the soil map and air photos of the area (see Map 1, Photos 1 & 2) and discuss the characteristics of the Davidson property with the owner. The second step was to conduct a field survey of the area to evaluate site conditions. Soil depths were measured with a mechanical probe in some of the cleared areas on the Davidson property and photos were taken to record important features. The probing procedure was to select a random spot and attempt to probe to at least 36" in depth (the minimum depth required for an agricultural soil). If the probe does not reach that depth a second hole is attempted at least 36" away from the first one. Where depth is variable up to four probes are made in a direct line away from the initial hole.



Map 1
Soil Map (from FP-21)
with approximate
location of properties

Stittsville
Glencairn
Hazeldean
Stanley Corners
Mansfield
NEPEAN TP
CANADIAN PACIFIC

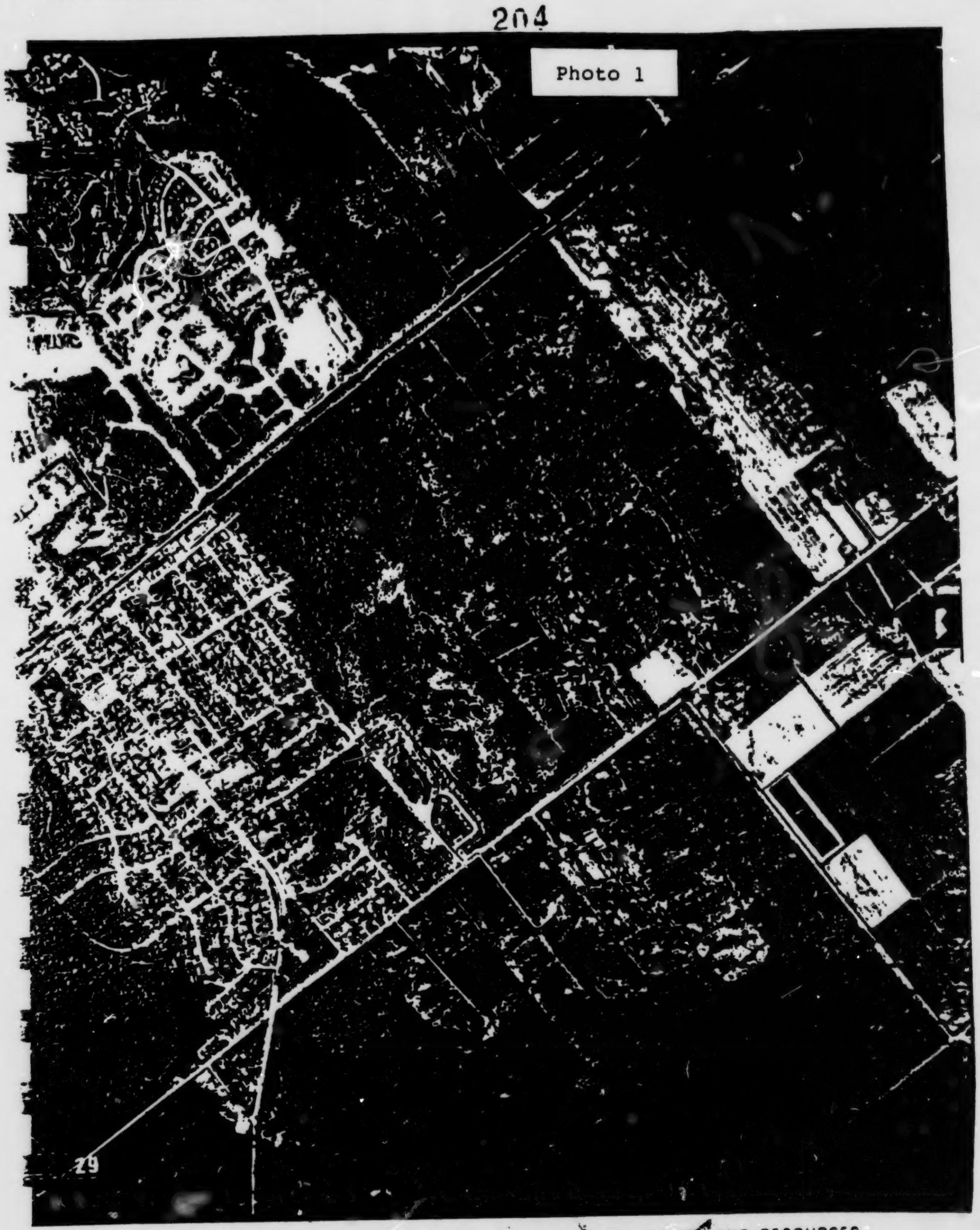
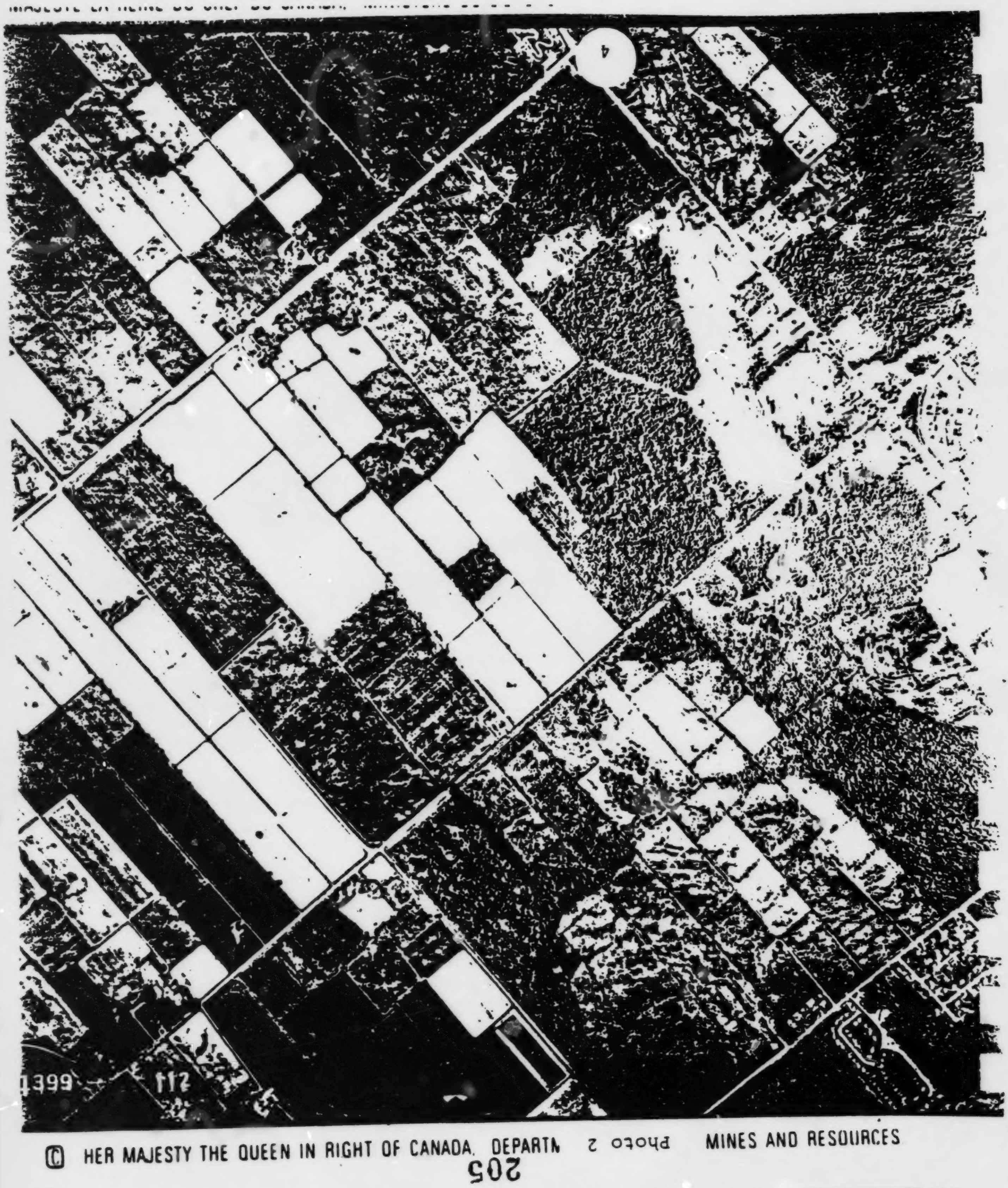


Photo 1

MAJESTY THE QUEEN IN RIGHT OF CANADA. DEPARTMENT C NERGY, MINES AND RESOURCES

3



© HER MAJESTY THE QUEEN IN RIGHT OF CANADA, DEPARTM MINES AND RESOURCES

Photo 2

Soils and Land Use

The approximate location of the four parcels is shown on the soil map (see Map 1). According to the map, there are six different soil landscapes or land type units found on the four properties. Two of these are organic soils, Goulbourn (GB) and Huntley (H), which are not rated in the agricultural soil capability rating for the Canada Land Inventory.*

These two soils are mapped in combination on the east side of Stittsville where they extend southeast across the CPR line to cover about 30% of the C. Ashton property. A small area of the Goulbourn soil makes up about 10% of the H. Maguire property on the southwest side.

The dominant soil in the area is Reevecraig (RE). It is a wet sandy soil with low natural fertility. Two different units occur here. There is a large area RE3 straddling the 10th Line, which is rated Class 4WF. It covers about 40% each of the H. Maguire and R. Faulkner properties and perhaps 15% of the Davidson property. The second unit is RE1 which is mapped in combination with a Grenville soil (G1) across all four properties. This mapping unit is made up of 40% RE1 and 20 - 40% G1. The RE1 is rated as Class 3FW and the G1 is rated as 2pt.

Between this soil complex and the organic soils is an extensive area of Farmington (F4) that covers about 50% of the Ashton property and small areas of the Maguire and Faulkner properties. It is rated as a Class 5R"P'tv.

The remaining soil on the east side of the Davidson property is Osgoode (OS) which is a very fine sandy loam or silt loam that is rated as a Class 3WF.

---

* Ratings are taken from "Agricultural Capability Ratings and System of Classification...", Ontario Institute of Pedology, Publication No. 84-3, Guelph, Ont. May 1984

Field Survey Results

A field survey of soil depth and stoniness was carried out over most of the cleared area on the Davidson property, using a mechanical probe. The approximate locations of the probe sites and accompanying photos are shown on Map 2. The results of this survey are shown in Table 1.

Data from the survey indicate that limited soil depth and stoniness are much more severe problems on the Davidson property than was indicated by the soil map and the capability ratings.

Examples of very stoney conditions and local topographic limitations in the vicinity of Sites 1 & 2 are shown in Photos A & B. In upper right background of Photo B there is also an extensive wet area which does not appear to have any good natural outlet. A close-up of the wet area, which would have standing water in it during most of the growing season, is shown in Photo C. Photos D, E and F show the stoney surface conditions on other parts of the property. Photo D is looking east from Site 13 and Photo E is looking north from Site 16. Photo F was taken about 200 yards east of Site 17.

It was noted in several areas where there were no stones that the sandy soil tended to be hummocky (eg. around Sites 14 & 18) and a similar pattern seemed to prevail on the Faulkner property across the fence from Site 18.

Map 2

Location of Soil Probe Sites and Photos

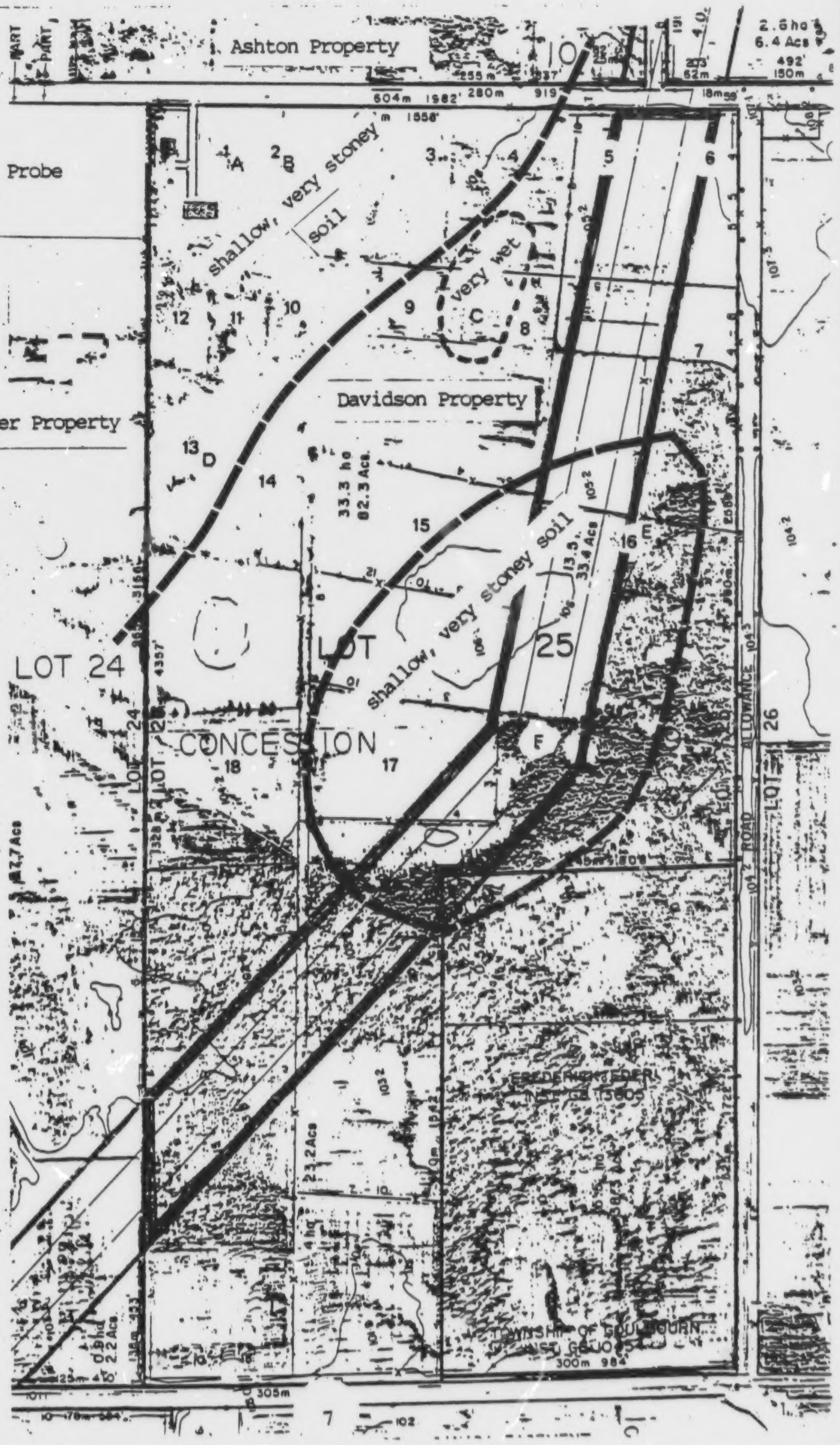

Ashton Property
Faulkner Property
Davidson Property
shallow, very stoney soil
shallow, very stoney soil
very wet
A
B
C
D
E
F
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
LOT 24
LOT 25
LOT 26
CONCESSION
33.3 ha
82.3 Acs.
13.5 ha
33.4 Acs
ROAD ALLOWANCE
TOWNSHIP OF GOULBURN
2.6 ha
6.4 Acs
0.9 ha
2.2 Acs
23.2 Acs
PART
PART
604m
280m
305m
300m

TABLE 1

Results of Soil Probe

Site No.	Probe No.	Topsoil Depth	Result	Comments
1	1.1	6"	rock	
	1.2	6"	rock	
	1.3	6"	rock	
	1.4	6"	rock	
2	2.1	10"	rock	v. stoney
	2.2	12"	rock	profile
	2.3	36"	-	
3	3.1	36"	-	
4	4.1	4"	rock	v. stoney
	4.2	20"	subsoil	profile,
				imp. subs.*
5	5.1	20"	subsoil	imp. subs.
	5.2	36"	subsoil	imp. subs.
6	6.1	36"	-	
7	7.1	36"	-	v. stoney
	7.2	36"	-	profile
8	8.1	36"	-	
9	9.1	20"	subsoil	imp. subs.
10	10.1	35"	rock	
	10.2	35"	rock	
11	11.1	14"	rock	v. stoney
	11.2	18"	rock	profile
	11.3	24"	rock	
12	12.1	6"	rock	extremely
	12.2	14"	rock	stoney
	12.3	36"	-	profile

* subsoil cannot be penetrated more than 3 - 4" with standard 3/4" masonary drill

Site No.	Probe No.	Topsoil Depth	Result	Comments
13	13.1	14"	rock	
	13.2	18"	rock	
	13.3	30"	subsoil	imp. subs.
	13.4	30"	subsoil	
14	14.1	36"	-	
15	15.1	36"	-	
16	16.1	8"	rock	v. stoney
	16.2	8"	rock	profile
	16.3	20"	rock	
	16.4	15"	rock	
17	17.1	20"	rock	v. stoney
	17.2	20"	rock	profile
	17.3	20"	rock	
	17.4	20"	rock	
18	18.1	28"	subsoil	imp. subs.

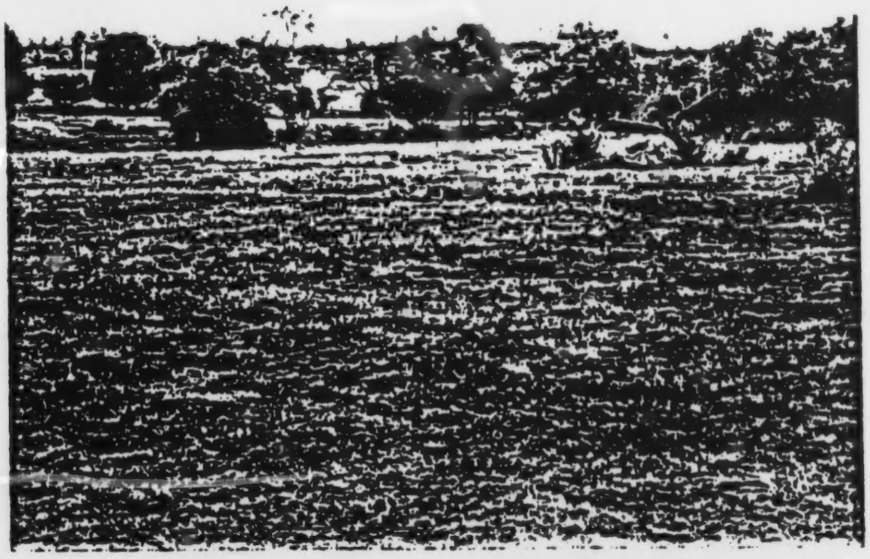


Photo A (above) showing several rock outcroppings and large boulder in vicintiy of Site 1.

Photo B (below) showing old stone fence and boulders in field, as well as sharp break in slope near tree, in vicinty of Site 2. Note depth of break from height of horse in background.

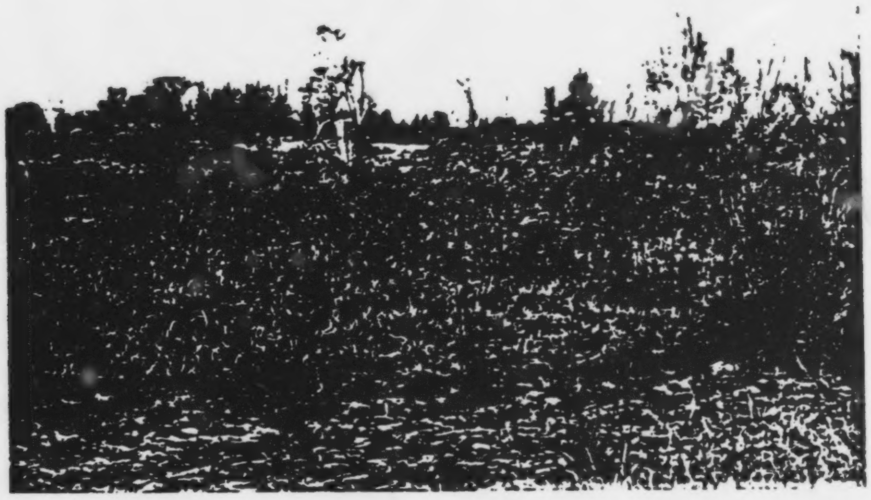


Photo C (above) showing wet area with characteristic vegetation, between Sites 8 & 9.

Photo D (below) showing extensive distribution of surface boulders near Site 13.

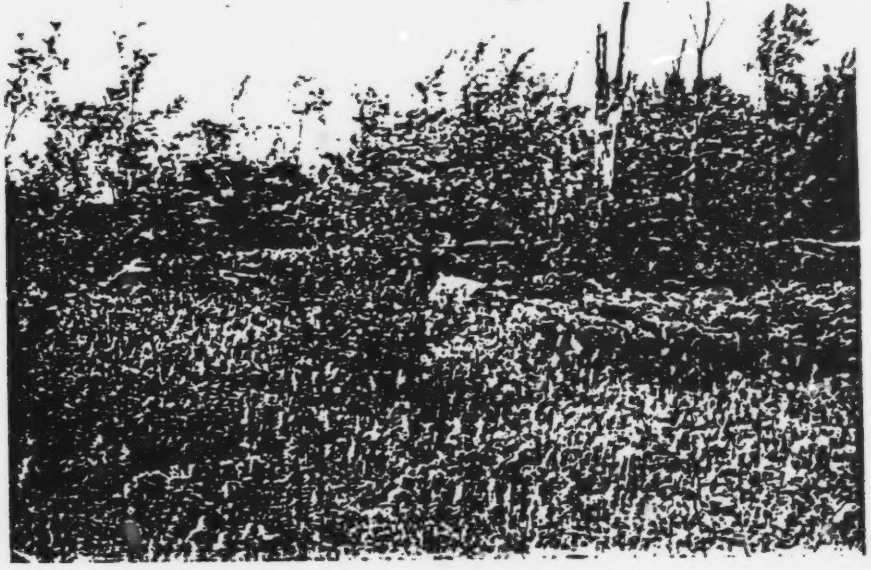


Photo E (above) showing old stone fence, large boulder in field and vegetation that is characteristic of shallow, droughty soil.

Photo F (below) showing extremely stoney surface conditions in an area where trees have recently been removed, in the vicinity of Site 17.

Interpretation of Survey Results

The survey of the Davidson property shows two extensive areas of shallow, stoney soil that are not evident on the soil map, possibly because of the mapping scale. These two areas are outlined on Map 2. Both areas have very severe limitations that restrict their use for agriculture. The soil is not deep enough for sustained production of common cultivated crops and the number of stones encountered in the random probes and on the surface indicates that intensive cultivation with modern machinery is not pratical.

The area at the northwest corner of the property abuts the Class 5 Farmington soil shown on the soil map (Map 1). It appears that the shallow, stoney soil on the Davidson property extends well onto both the Ashton and Faulkner properties, reducing the area Classes 2 & 3 on all three properties.

The second shallow, stoney area is in the central part of the Davidson property. While no attempt was made to clearly define the extent of the area, the area outlined approximates what would be expected if a detailed survey were undertaken.

The wet area in the northern part of the property does not have a well defined natural outlet. This is the type of area that retains some standing water through the growing season in all but the driest years. That area is not suited for agricultural use without extensive and costly drainage work, which would not be economically feasible.

Observations and Conclusions

1. Results of the survey indicate that a large part of the Davidson property is not suitable for sustained production of common commercial crops because of shallowness and stoniness of soils, as well as wetness. My opinion is that the shallow stoney areas meet the criteria for Class 5 land.

2. The Ashton property is predominantly Class 5 land and poorly drained organic soil. It is not suitable for commercial agricultural use.

3. There appears to be significant areas of the Faulkner and Maguire properties that are Class 5 land and therefore not suited to sustained production of common commercial crops. There is also an area of poorly drained organic soil on the Maguire property.

4. The Davidson, Faulkner and Maguire properties together represent about 360 acres. About 70 - 80% of this land is presently cleared or was cleared and is now growing up in brush. Even if all three properties were combined in one

operating unit there is not, in my opinion, sufficient good soil to support an economically viable farm unit that is dependent on its land base (cash crops, beef or dairy operations).

5. Analysis of the soil map and air photos and field observations indicates that the good agricultural land lies to the east and southeast of the Davidson property. The best soils are North Gower, Dalhousie, Grenville and to a lesser extent Osgoode. Intensive agricultural use of these soils is evident by the field patterns showing in Photos 1 & 2. Some of the exceptions are related to ownership. The Class 4 Reevecraig that straddles the 10th Line is a marginal soil from the point of view of sustained production of common commercial crops. It is the type of soil that is brought into production when commodity prices are high enough to carry the drainage and extra input costs. However, when it is not drained or when commodity prices fall, this type of soil may be abandoned or used only for hay and pasture.

WILLIAM W. GRAHAM
Professional Agrologist

Weston Graham & Associates Limited
AGRICULTURE and RESOURCE
MANAGEMENT CONSULTANTS

WILLIAM W. GRAHAM

Education:

1953	Dip. Agr.	Macdonald College, McGill University
1958	B.Sc. (Agr.)	Macdonald College, McGill University
1961-63	M.Sc., Geography (Program incomplete)	University of Western Ontario

Employment:

1977-	WESTON GRAHAM & ASSOCIATES LTD.	Resource Management Consultant
1972-77	The Laurentian Institute, Clients	" " "
1969-71	The Laurentian Institute	" " "
1967-69	Self-employed	" " "
1964-67	Acres Research and Planning Ltd.	Land Use Planner
1963-64	ARDA, Canada Dept. of Forestry	Research Associate

Affiliations:

Canadian Consulting Agrologists Association (Past President)
Ontario Institute of Agrologists
Agricultural Institute of Canada (National Councillor)

Areas of Expertise:

Technical and economic feasibility studies, market studies, research analysis and planning for agricultural production and processing.

Renewable resources management planning.

Business and management consulting in agriculture and resources management.

Rural and regional development planning.

146 Colonnade Road, Suite 200, NEPEAN, Ontario, K2E 7J5 • Telephone (613) 225-0226

Examples of Research and Consulting Experience:

- Soil survey and land capability field mapping in Quebec and Ontario.
- Research and planning for the development of the Canada Land Inventory and acting as Secretary to the Canadian Soil Survey Committee for the design of the Agricultural Soil Capability system.
- Agricultural expert witness at O.M.B. hearings in Finch on two quarry sites and one in Oxford Mills.
- Agricultural expert witness for Renfrew Co. on highway re-location through farm land.
- Agricultural surveys of property for land owners to assess the potential for agricultural use.
- Agricultural background study of the South Nation River Basin in Eastern Ontario for agricultural development and water resources management planning.
- South Nation River Basin Water Management Plan. Plan preparation and document writing.
- Economic, nutritional and physiological evaluation of feeding selected food processing and distillery waste products to farm livestock.
- Energy conservation with greenhouse hydroponics: an evaluation of technical and economic feasibility.
- An assessment of the design, operation and economics of a waste processing facility for resource recovery and composting.
- Study manager for design and instrumentation of tile drain water run-off measurements.
- A technological state-of-the-art and economic evaluation of greenhouse vegetable production systems for Canadian corporate client.
- Design and preparation of a strategy and action plan for market development of New Brunswick fresh tablestock potatoes.

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- Research and planning for the development of the Canada Land Inventory and acting as Secretary to the Canadian Soil Survey Committee for the design of the Agricultural Soil Capability system.
- Agricultural expert witness at O.M.B. hearings in Finch on two quarry sites and one in Oxford Mills.
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- A technological state-of-the-art and economic evaluation of greenhouse vegetable production systems for Canadian corporate client.
- Design and preparation of a strategy and action plan for market development of New Brunswick fresh tablestock potatoes.

- Corporate planning, research and field surveys to identify new business opportunities for a native development corporation.
- Agricultural expert witness for land owners at Ontario Municipal Board hearings.
- Establishing a system to design federal Regional Development Initiatives for agriculture in Canada.
- Assessing impacts of federal food regulations on the Canadian food industry.
- Farm management planning for long term viability of family farms in the N.C.C. Greenbelt.
- Use and evaluation of selected farm management software and micro computers for farm and professional applications.
- Designing marketing strategies for farm management software, micro computers and related services.
- Evaluating the potential uses and markets for wastes from the paper industry for livestock feeds.

220

#033

The
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August 31, 1987 **E.O. 86485**

Briefs 33 - 67
Pages 220-401

CARLETON
EIVED
4 1987
PLANNING DEPARTMENT

Ms. A. T. MacEachen
Planning Committee Co-o
The Regional Municipality
of Ottawa Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Ms. MacEachen:

We are Consultants to Mr. Bradley, Mr. McKinley and Allen/Unger Home Improvements Limited, who own Part of Lot 22, Concession 9, in the Township of Goulbourn.

We have submitted a response to the Draft Official Plan of the R.M.O.C. and would appreciate an opportunity to make a presentation to the Planning Committee.

OMB commitments preclude our appearance most of the time during the week of the 15th of September and we would therefore be grateful if we could appear before the committee in the afternoon of Friday the 18th of September or any time on Thursday, 24th of September please.

Yours very truly,

Proctor & Redfern Limited

M J Bacon.

M.J. Bacon, B. Arch., M.C.D., M.C.I.P.
Director of Planning and Senior Consultant

mjb/cfc

The
Proctor & Redfern
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Consulting Engineers and Planners

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September 4, 1987 **E.O. 86485**

Chairman & Members
Regional Municipality
of Ottawa Carleton
Planning Committee
222 Queen Street
Ottawa, Ontario
K1P 5Z3

To Chairman & Members:

THE DRAFT RMOC OFFICIAL PLAN
MR. BRADLEY, MR. MCKINLEY AND
ALLEN/UNGER HOME IMPROVEMENTS LIMITED

Lot 22, Concession 9
Township of Goulbourn

On behalf of Mr. Bradley, Mr. McKinley and Mr. Allen Unger, of Home Improvements Limited, we respectfully submit the following comments on the draft Official Plan for the RMOC.

The current Official Plan designates the land a Marginal Resource Area and it is indeed considered such under the Canada Land Inventory (Classes 4 & 6). In the Draft Official Plan it is proposed to be designated General Rural Area.

The land is bordered on the west by Regional Road #5, immediately to the west of which is a largely developed residential subdivision.

To the east are the Bell et-al properties which we understand are, at least in part, for Urban Development. (Township OPA #54).

Our clients recognize the difficulties of determining the precise future urban boundaries of Stittsville. However, they understand that the Township will shortly undertake a Secondary Plan study of the Village with a view to establishing, among land use and other matters, the optimum boundaries of the urban envelope.

.../2

It thus seems appropriate to await the results of the Townships detailed investigations and designate, in the RMOC OP, the area within which our clients land lies "Special Study" as has been done for the South Urban Centre in Nepean.

On behalf of our clients, we therefore respectfully urge the Region to make such a modification to it's Draft Official Plan.

Yours truly,

Proctor & Redfern Limited

M.J. Bacon, B. Arch., M.C.D., M.C.I.P.
Director of Planning & Senior Consultant

mjb/cfc

cc: Mr. Bradley

#034
copy MT

223

1959 Neepawa Avenue
Ottawa, Ontario
K2A 3L4
August 25, 1987

OTTAWA-CARLETON
RECEIVED
830-2/1141-C-1
SEP 1 1987
CHAIRMAN'S OFFICE

Mr. Andrew Haydon, P. Eng.
Chairman
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Haydon:

I am writing with reference to the exchange of letters between yourself and Dr. A.R. Gregory of 2032 Prince Charles Road, dated May 15, 1986, and July 7, 1986, respectively, concerning the expansion of shopping centres and the Regional Official Plan Review. In particular, the letters dwelt on the process with respect to the current expansion of Carlingwood Shopping Centre.

Since that time, the Carlingwood Community Association has been formed, and Dr. Gregory and myself both currently serve on the Executive. I thus have been able to review these letters recently, and I am disturbed, as one P. Eng. to another, that our municipal governments are really expecting too much from our fellow engineers.

I quote from your letter - "The traffic impact study is carried out by the developer's consultant, who must be a professional engineer." [The underlining is mine.] I am sure you will agree that no P. Eng. will consciously put forward recommendations based on false data. But neither will he deliberately bite the hand that feeds him. I suggest that expecting the developer's consultant to be totally disinterested in the way his conclusions and recommendations are written and presented to the client is naive. The interests of the developer and of the residents hardly ever coincide, and the municipalities really have to have access to a different set of views in order to understand the whole spectrum of considerations in a major undertaking such as the Carlingwood Shopping Centre expansion.

So important do I consider this principle that I am copying this letter to the A.P.E.O. headquarters in Toronto, with the request that I receive a statement of policy on it. With your permission, and if the A.P.E.O. requests it, I should like to send them a copy of your letter to Dr. Gregory.

Yours very truly,

Alan D. Rackow, P. Eng.

Copy Plan-Com.

Soloway, Wright, Houston, Greenberg, O'Grady, Morin
Barristers, Solicitors and Notaries
Avocats et Notaires

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GERALD R. MORIN Q.C
JAMES L. SHIELDS
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LAWRENCE J. SOLOWAY
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TELEX: SOLOWRIGHT 053-4326

DIRECT LINE/LIGNE DIRECTE: 782-3216
FILE/DOSSIER NO.: 14-1006

August 26, 1987

Planning Committee Co-Ordinator,
Regional Municipality of
Ottawa-Carleton,
14th Floor,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

Dear Sir:

Re: Draft Regional Official Plan

We are solicitors acting on behalf of Arnon Development Corporation Limited which has substantial land holdings within the Regional Municipality of Ottawa-Carleton. On behalf of our client we object to the road widening policies as set out in Section 11.2.4 and Schedule "C.2.".

Arnon Development Corporation Limited owns the Campbell Steel lands as well as property fronting on Besserer, George and Slater Streets and Laurier Avenue. The road widening policy would take substantial portions of our clients land and will thereby effect the development potential and the ability to plan site improvements. In addition, the policy appears to have been prepared without thought being given to the impact on heritage properties.

Please be advised that we wish to appear at the public meetings held to consider these objections.

Yours very truly,

J.E. Bradley

Janet E. Bradley
JEB:bf
c.c. Michael Casey
Arnon Development Corporation Limited

#025

Soloway, Wright, Houston, Greenberg, O'Grady, Morin
Barristers, Solicitors and Notaries
Avocats et Notaires

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DIRECT LINE/LIGNE DIRECTE 782-3216
FILE/DOSSIER NO. 1228-1002

August 26, 1987

Planning Committee Co-Ordinator,
Regional Municipality of
Ottawa-Carleton,
14th Floor,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

Dear Sir:

Re: Steenbakkers - Part of the West Half of Lot 30, Conc. 11 (formerly Goulbourn), now in the City of Kanata

We are solicitors acting on behalf of John Steenbakkers owner of lands immediately adjacent to Glen Cairn being an urban area of the City of Kanata.

Attached please find a copy of the letter which was sent to Mr. John Wright, Planning Director of the Regional Municipality of Ottawa-Carleton on April 25, 1986 which outlines the reasons why our client believes that it is most appropriate that the urban area be expanded in the westerly direction in order to include its lands.

I will be attending to make submissions to Regional Council with respect to this matter.

Yours very truly,

Janet E. Bradley
JEB:bf
Encl.

Janet E. Bradley

April 25th, 1986.

-BY HAND-

Mr. John Wright,
Planning Director,
Regional Municipality of
Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario,
K1V 7P1

Dear Mr. Wright:

RE: Official Plan Review for the Regional Municipality of Ottawa-Carleton

We are solicitors acting on behalf of John Steenbakker the owner of lands described as Part of the West half of Lot 30, Concession 11, in what was formerly the Township of Goulbourn, but since December 1st, 1978 has been included within the boundaries of the City of Kanata. We note that in the draft Official Plan the lands continue to be shown as Agricultural Resource despite the history and plethora of planning evidence and documentation over the last decade which would prove to the contrary that the best use of the lands would be for residential development.

In 1982 an Ontario Municipal Board hearing was held with respect to this matter at which time the Board held that it was premature to redesignate the lands as Residential as the land area required to house the 100,000 population allocated for the West Urban Community had not been fully established by the Region. It has now become clear that in order to accommodate this population, additional acreage is required. Now that the Regional Official Plan is under review the lands should be included in the residential designation.

A brief history of the frustrations and delays in attempting to develop this land follows:

........../2

........./2

a) The lands were purchased by John Steenbakker in 1960. On May 28th, 1969 the Minister of Housing approved the first Official Plan for the Township of Goulbourn. That official plan designated the lands "development". In 1973 John Steenbakker obtained the services of engineering and planning consultants who attended many meetings with officials representing the Township of Goulbourn. As a consequence of those meetings, and as a consequence of the designation of the 1969 Official Plan, John Steenbakker, in conjunction with the adjoining land owner, Dell Corporation Limited, had prepared a draft plan of subdivision which was submitted in full compliance with the Township's then existing Official Plan and by-laws and it was anticipated that the development would proceed. The approval of the draft plan of subdivision was refused, however, because of certain events which frustrated our client's development goals. The prime difficulty was the designation in the first draft of the Regional Official Plan which now exists which showed part of the lands as Agricultural.

b) In 1974 Glen Cairn was being developed and the developers unillaterally and without consent unlawfully constructed a huge ditch through our client's lands into the Carp River bed. On this basis a lawsuit was initiated and negotiations followed which resulted in the Mississippi Valley Conservation Authority expropriating a large part of our client's land for a water retension pond.

c) Shortly after the flooding of the expropriated lands the Transportation Department of the Regional Municipality of Ottawa-Carleton was directed to prepare a design of a road which was to service collector traffic for lands south of Highway 417. The existing Regional Official Plan implied that the location of the road would effect the western extent of urban development. At the time of the hearing, in 1982, the full route location study for this road had not been finalized.

d) Evidence at the hearing held in November of 1982 indicated that there clearly was not sufficient land designated in the Regional Official Plan to house the population planned for the West Urban community. The Official Plan for the Region had been based on a density of 37 persons per hectare which was much greater than densities actually being acheived. In otherwords, there had been a sharp decline in density, due primarily to declining household size. This led to the necessity to house the anticipated increase in population outside the green belt area. It is our client's understanding that this same conclusion has been reached by studies prepared in anticipation of the Official Plan review now under progress.

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e) The subject lands owned by John Steenbakker are ideal for the expansion of the west Urban community and residential development for the following reasons:

1. The lands are immediately adjacent to a large residential area known as the Glen Cairn Community;

2. The servicing and transportation networks were established by the existing Official Plan to accommodate a population of 100,000 people. As it has been established that this population cannot be achieved within the urban area of the existing Official Plan it makes sense to expand in the immediately adjacent areas.

3. Transportation facilities currently are superior to the west of the City of Ottawa;

4. The water retension pond owned by the Mississippi Valley Conservation Authority is primarily a dry pond and with landscaping would serve as a large park to be enjoyed by the expanded Glen Cairn Community which the development of these lands would be.

5. The City of Kanata has developed most fully south of Highway 7 and from a planning point of view, it is more logical to expand the existing community than to open up new areas which only elongate a community and make the provision of both soft and hard services difficult and expensive to provide;

6. The trunk sewer runs immediately to the south of the lands and the watermain runs immediately to the north. The lands are therefore easily serviced. The services are presently in the ground and to utilize and develop the subject lands would be cost effective under the established user pay system in the Region;

7. The Owner is an experienced land developer and builder who would act as quickly to provide quality affordable housing;

8. The lands are not contributing in any way to the Agricultural land bank. The lands have severe accessibility problems being severed by the Mississippi Conservation Authority water retention pond and the only access to the southerly portion is through the residential community of Glen Cairn. The only access to the northerly portion of the land is along the highway which is four lanes in this location. The lands are poorly drained and the acreage is too small and cut up to operate as any kind of viable farm.

........../4

9. The lands are well served by roadways with Regional Road 248 to the North and a proposed collector road to the east. Unless development proceeds on our clients lands there will be insufficient use of this significant road to be constructed. Development on both sides of the road is more efficient and more cost effective;

10. The lands owned by our client represent a very small proportion of the demonstrated shortfall of urban land required to meet the Official Plan target populations. The servicing is available and at the doorstep and to develop will make use of underutilized services and facilities and emenities. The property represents the extension of an existing development which is in the process of being completed, and as such, will round out that community and make the soft service infrastructure more efficient and feasible. The Mississippi Valley Conservation Authority retention pond represents a tremendous opportunity for creating a development in a park like setting. In addition, the highway to the north provides a fast and efficient transportation service leading anywhere in the Region.

For all of these reasons, it is our client's position that residential development of his lands represents a proper exercise of planning principles and, in fact, is the only land use which is viable. We therefore think it only proper that the land be designated for residential development.

Would you please ensure that our concerns in this regard are brought to the attention of Regional Council.

Yours very truly,

Janet E. Bradley
JEB:ng
encls.

#027 830-2

430

Soloway, Wright, Houston, Greenberg, O'Grady, Morin

Barristers, Solicitors and Notaries

Avocats et Notaires

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DIRECT LINE/LIGNE DIRECTE: 782-3216
FILE/DOSSIER NO.: 3956-1000

OTTAWA-CARLETON
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AUG 27 1987
CLERK'S DEPARTMENT

August 26, 1987

Planning Committee Co-Ordinator,
Regional Municipality of
Ottawa-Carleton,
14th Floor,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

Dear Sir:

Re: Del Corporation - Lot 29, Conc. 11, formerly in the Township of Goulbourn, now in the City of Kanata and Lot 28, Conc. 11, Township of Goulbourn

We are solicitors acting on behalf of Del Corporation which owns over two hundred and thirty-five acres in the above-noted location. The lands are in the Glen Cairn area, an urban community in the City of Kanata.

Attached please find a copy of the letter which was sent to Mr. John Wright, Planning Director of the Regional Municipality of Ottawa-Carleton on May 20, 1986 which outlines the reasons why our client believes that it is most appropriate that the urban area be expanded in a westerly direction in order to include these lands.

I will be attending to make submissions to Regional Council with respect to this matter.

Yours very truly,

Janet E. Bradley
JEB:bf
Encl.

782-3216

Janet E. Bradley

May 20th, 1986

-BY HAND-

Mr. John Wright,
Planning Director,
Regional Municipality of
Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario,
KIV 7P1

Dear Mr. Wright:

RE: Official Plan Review - Regional Municipality of Ottawa-Carleton

We are solicitors acting on behalf of Del Corporation, the owner of lands described as Lot 29, Concession 11 in what was formerly the Township of Goulbourn, but since December 1st, 1978 has been included within the/ boundaries of the City of Kanata. We note that in the draft Official Plan the lands continue to be shown as agricultural resource despite the history and plethora of planning evidence and documentation over the last decade which would prove to the contrary that the best use of the lands would be for residential development.

In 1982 an Ontario Municipal Board hearing was held with respect to this matter at which time the Board held that it was premature to re-designate the lands as Residential as the land area required to house the 100,000 population allocated for the West Urban Community had not been fully established by the Region. It has now become clear that in order to accommodate this population, additional acreage is required. Now that the Regional Official Plan is under review, the lands should be included in the residential designation.

A brief history of the frustrations and delays in attempting to develop this land follows:

........./2

a) The lands were purchased by Del Corporation in the 1960s. On May 29th, 1969, the Minister of Housing approved the first Official Plan for the Township of Goulbourn. That Official Plan designated the lands "development". In 1973 Dell Corporation obtained the services of engineering and planning consultants who attended many meetings with official representing the Township of Goulbourn. As a consequence of those meetings, and as a consequence of the designation of the 1969 Official Plan, Dell Corporation, in conjunction with the adjoining land owner, John Steenbakker, had prepared a draft plan of subdivision which was submitted in full compliance with the Township's then existing Official Plan and by-laws and it was anticipated that the development would proceed. The approval of the draft plan of subdivision was refused, however, because of certain events which frustrated our client's development goals. The prime difficulty was the designation in the first draft of the Regional Official Plan which now exists which showed part of the lands as Agricultural.

b) In 1974 Glen Cairn was being developed and the developers unilatterally and without consent unlawfully constructed a huge ditche through our client's lands into the Carp River bed. On this basis a lawsuit was initiated and negotiations followed which resulted in the Mississippi Valley Conservation Authority expropriating a large part of our client's land for a water retention pond.

c) Shortly after the flooding of the expropriated lands the Transportation Department of the Regional Municipality of Ottawa-Carleton was directed to prepare a design of a road which was to service collector traffic for lands south of Highway 417. The existing Regional Official Plan implied that the location of the road would affect the western extent of urban development. At the time of the hearing, in 1982, the full route location study for this road had not been finalized.

d) Evidence at the hearing held in November of 1982 indicated that there clearly was not sufficient land designated in the Regional Official Plan to house the population planned for the West Urban Community. The Official Plan for the Region had been based on a density of 37 persons per hectare which was much greater than densities actually being achieved. In otherwords, there had been a sharp decline in density, due primarily to declining household size. This led to the necessity to house the anticipated increase in population outside the green blet area. It is our client's understanding that this same conclusion has been reach by studies prepared in anticipation of the Official Plan review now under progress.

........./3

........./3

e) The subject lands owned by Del Corporation are ideal for the expansion of the West Urban Community and residential development for the following reasons:

1. The lands are immediately adjacent to a large residential area known as the Glen Cairn Community;
2. The servicing and transportation networks were established by the existing Official Plan to accommodate a population of 100,000 people. As it has been established that this population cannot be achieved within the urban area of the existing Official Plan it makes sense to expand in the immediately adjacent areas.
3. Transportation facilities currently are superior to the west of the City of Ottawa;
4. The water retention pool owned by the Mississippi Valley Conservation Authority is primarily a dry pond and with landscaping would serve as a large park to be enjoyed by the expanded Glen Cairn Community which the development of these lands would be;
5. The City of Kanata has developed most fully south of Highway 7 and from a planning point of view, it is more logical to expand the existing community than to open up new areas which only elongate a community and make the provision of both soft and hard services difficult and expensive to provide;
6. The trunk sewer runs immediately to the south of the lands and the watermain runs immediately to the north. The lands are therefore easily serviced. The services are presently in the ground and to utilize and develop the subject lands would be cost effective under the established user pay system in the Region;
7. The Owner is an experienced land developer and builder who would act quickly to provide quality affordable housing;
8. The lands are not contributing in any way to the Agricultural land bank. The lands severe accessibility problems being severed by the Mississippi Conservation Authority water retention pond and the only access to the southerly portion is through the residential community of Glen Cairn. The only access to the northerly portion of the land is along the highway which is four lanes in this location. The lands are poorly drained and the acreage is too small and cut up to operate as any kind of viable farm.

........./4

9. The lands are well served by roadways with Regional Road 248 to the North and a proposed collector road to the east. Unless development proceeds on our client's lands there will be insufficient use of this significant road to be constructed. Development on both sides of the road is more efficient and more cost effective;

10. The lands owned by our client represent a very small proportion of the demonstrated shortfall of urban land required to meet the Official Plan target populations. The servicing is available and at the doorstep and to develop will make use of underutilized services and facilities and amenities. The property represents the extension of an existing development which is in the process of being completed, and as such, will round out that community and make the soft service infrastructure more efficient and feasible. The Mississippi Valley Conservation Authority retention pond represents a tremendous opportunity for creating a development in a park like setting. In addition, the highway to the north provides a fast and efficient transportation service leading anywhere in the Region.

For all of these reasons, it is our client's position that residential development of its lands represents a proper exercise of planning principles and, in fact, is the only land use which is viable. We therefore think it only proper that the land be designated for residential development.

Would you please ensure that our concerns in this regard are brought to the attention of Regional Council.

Yours very truly,

Janet E. Bradley
JEB:ng

#038

Consulting Engineers • Planners
Environmental Scientists

OUR FILE 9992-01
YOUR FILE

4 September 1987

OTTAWA-CARLETON
RECEIVED
SEP 4 1987
PLANNING DEPARTMENT

Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Attention: Mr. J.M. Wright
Commissioner of Planning

Shenkman South Urban Community

Dear Sirs:

We are pleased to submit the following briefs on behalf of the Shenkman Corporation.

- Brief on the Regional Municipality of Ottawa-Carleton Draft Official Plan Review - Planning Department Recommendations
- Brief on the Regional Municipality of Ottawa-Carleton Draft Official Plan - Summary of Briefs and Staff Response.

Yours truly,

M.M. DILLON LIMITED

Peter J. Martin, M.C.I.P.
Project Manager

/ch
Encl.

M. M. DILLON LIMITED – 47 SHEPPARD AVENUE EAST, TORONTO, ONTARIO • TELEPHONE (416) 229-4646
MAIL BOX 1650 STATION A, WILLOWDALE, ONTARIO, CANADA M2N 6H5 • TELEX 064-7540 • FAX (416) 229-4692

BRIEF ON THE
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
DRAFT OFFICIAL PLAN REVIEW
PLANNING DEPARTMENT RECOMMENDATIONS

SHENKMAN CORPORATION

SEPTEMBER 1987

M.M. DILLON LIMITED
CONSULTING ENGINEERS - PLANNERS
ENVIRONMENTAL SCIENTISTS

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APPENDIX A - EXTRACT - SUMMARY FROM BRIEF ON THE RMOC OFFICIAL PLAN REVIEW, MAY 1986, SHENKMAN CORPORATION

MAP - SHENKMAN LANDS IN THE SOUTH URBAN COMMUNITY

I. PURPOSE OF BRIEF

The Planning Department of the Regional Municipality of Ottawa-Carleton (RMOC) has submitted recommendations for a Draft Official Plan (OP), May 1987, to Planning Committee.

This Brief is based upon an evaluation of that Draft Official Plan and its supporting documents. The Brief consists of comments upon those objectives and policies in the Draft OP which affect the planning and development of the Shenkman lands in the South Urban Community (see map South Urban Community - Shenkman Lands).

A separate Brief is being submitted concurrently on the "Summary of Briefs and Staff Response" for the Official Plan Review, May 1987, specifically concerning the infrastructure costs for the Shenkman lands.

II. OFFICIAL PLAN REVIEW CONTEXT

The Planning Department Recommendations for the Draft Official Plan, May 1987, follow logically from the OP Review, November 1985.

Consequently, most of the conclusions and recommendations, made in our Brief, May 1986, on the OP Review, still apply (see Appendix A - Summary of Brief on the RMOC OP Review).

We have the following comments on components of that Summary:

2. The Draft OP proposes the designation of Stage II areas in the South Urban Community in addition to the Stage I lands (the "Barrhaven Expansion Area" north of the Jock River in Nepean). The Stage II lands consist of an area south of the Jock River and an area east of the Rideau River.

Those proposals are consistent with our comments on the OP Review concerning:

- 'Proposed Expansion to Barrhaven' (page 21);
- 'Suggested Re-evaluation of Need' (page 5);
- 'Locations for Additional/Continuing Growth' (page 7).

Consequently, we support the designation of Stage II lands in the South Urban Community in addition to the Stage I lands although we also confirm out position that the development of Stage 1 lands should precede Stage 11 lands.

3,4, &5 Our comments on the Barrhaven Stage I Area lands continue to apply; the Stage II Area lands have not yet been studied by RMOC, Nepean and Gloucester and similar comment is not possible.

6. The Staff Response on Briefs indicates a difference of opinion on infrastructure costs affecting Shenkman's lands in the South Urban Community.

   We believe that there are readily understandable reasons for the apparent difference and are submitting a separate Brief concurrently on that issue.

7. Our Brief on the OP Review recommended specific land use designations in the Draft OP for the proposed "1000 ha additional growth area".

   The Staff Response states that the Barrhaven Expansion north of the Jock River is confirmed in Stage I and that planning for development can proceed when RMOC Council has taken a position on the Draft OP proposals.

   While we acknowledge the position of the RMOC Planning Staff, we believe that the time frame to bring needed land into production by the 1990's is being seriously underestimated. Because of the planning, engineering and environmental approvals which are required, we consider that the Staff Response does not sufficiently reflect that time demand, as there can be no assurance of the timing of RMOC Council's position. It might well not be established until 1989 in view of the scale and complexity of the issues involved.

   Consequently, we repeat the request in our Brief on the OP Review that planning for development proceed immediately in order that detailed designations can be approved and the continuous supply of serviced residential land be assured.

III. URBAN LAND NEED

Amount of Land

The Draft OP indicates that a total urban designation of 28 000 ha will provide for projected requirements by 2001 (page 2-2) compared with an anticipated total area of developed urban land of 23 700 ha (page 2-1).

We concur that such a surplus is needed to ensure an orderly market operation in residential land.

Location of Land

The Draft OP proposes the designation of three equally sized urban centres, outside the Greenbelt, accommodating up to approximately 30,000 dwelling units (100,000 persons) each, and consisting of approximately 3200 ha each - west (Kanata), east (Orleans), and south (Barrhaven and south Gloucester). Those designations are required to meet the projected land needs to 2001.

We support these designations.

Staging of Urban Areas

The Draft OP proposes a Stage I designation for an area of expansion to Barrhaven bounded by the Jock River, the Rideau River, the Greenbelt and the proposed alignment of Highway 416. That Stage I residential area is intended to meet land requirements through to the mid-1990's. Within

VI. RECOMMENDATIONS

1. The Draft Official Plan of the Regional Municipality of Ottawa-Carleton should be approved, as written, as expeditiously as possible.

2. Planning, engineering design and environmental analysis should be initiated immediately for the South Urban Community Stage I lands.

that Stage I Area, the Nepean Official Plan is required to provide for 18-20,000 households and 20-26,000 jobs.

We concur with the Stage I designation.

We note, however, the proposal for a Planning Study of the South Urban Community, to be conducted jointly by the RMOC, City of Gloucester and City of Nepean. If that study proposal is approved, we request that study of the Stage I lands be initiated immediately rather than await determination of RMOC Council's position on the total O.P. Our reasons for this request are:-

- the technical, administrative and political complexity of such a study;
- the considerable lead time required in the planning and engineering for a substantial addition to the Barrhaven Community;
- the significant difference in timing between the Stage I Barrhaven Expansion Area and any development which may proceed east of the Rideau River or south of the Jock River.

We consider that early initiation and quick completion of any needed studies of Stage I lands in the South Urban Community is necessary in order to speed up the development approval process sufficiently to meet the Region's requirements for the continuous supply of serviced land.

We confirm our belief, also, that a plan for development for Stage I, north of the Jock River, can be approved and implemented without frustrating Regional objectives for the South Urban Community.

IV. SERVICING

The Draft OP proposes that the regional servicing system for the Urban Area maintain a minimum 10 year supply of residential land. Services would be provided initially to Stage I lands. Further, it is proposed that first priority would be given to lands within the Greenbelt, Kanata and Orleans, as it is anticipated there will be insufficient financing for all potential areas to be serviced simultaneously.

We concur generally with the overall strategy but emphasize the need to proceed with the design and environmental approvals of services for the balance of the South Urban Community. The limited lead time and the need for a continuous stream of residential land necessitate an immediate start upon servicing design and environmental consideration.

V. TRANSPORTATION

The Draft OP assumes that the design and construction of Highway 416 by the Province of Ontario will be consistent with urban growth.

The Plan proposes the improvement of arterial roads serving the South Urban Community and, also, requires the location of a potential regional road, linking Highways 416 and 417, during the planning of the South Urban Community.

The Plan proposes the extension of the Transitway to the South Urban Community, although as a second priority transit improvement.

Again, we concur with the overall strategy but emphasize the need to proceed as soon as possible with planning and engineering design and environmental approvals.

APPENDIX A
EXTRACT FROM BRIEF ON THE RMOC OFFICIAL PLAN REVIEW, MAY 1986, SHENKMAN CORPORATION

SUMMARY

1. *The RMOC Official Plan Review contains acceptable statistics, analyses and conclusions. They are supported by this Brief.*

2. *The Official Plan Review proposes the required "1000 ha additional growth area" as an extension of the existing community of Barrhaven. That proposal is supported by this Brief.*

3. *The location proposed for that additional growth area has the following favourable characteristics:*

   - *logical boundaries;*
   - *adequate transportation facilities, with capacity for improvement;*
   - *readily available servicing;*
   - *lack of adverse environmental impact;*
   - *good existing and potential employment opportunities;*
   - *conformity with the proposed Foodland Preservation Policy Statement;*

- absence of any defects for development or any characteristics which might prejudice the development of any other suitable areas.

4. The site of the additional growth area is suitable for development because of its following characteristics:

    - the topography is rolling but without impediments to the provision of servicing and access;
    - the site is largely vacant or in interim agricultural use;
    - the landscape is attractive.

5. The site and location of the proposed additional growth area provide the opportunity to create a "community" with the existing development in Barrhaven.

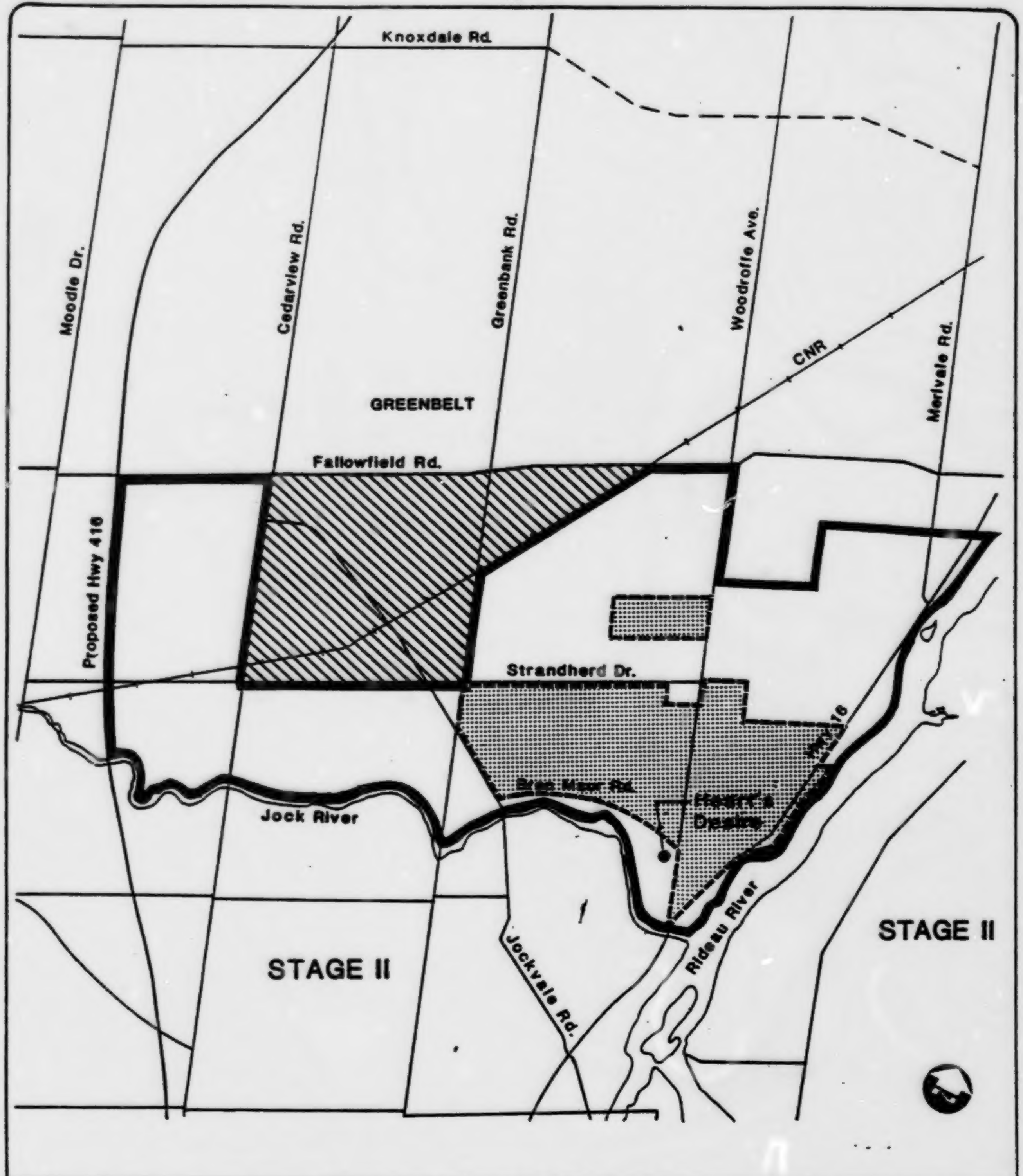
6. The RMOC infrastructure costs to serve the site will total about $15 million.

    Those costs will be exceeded by the Regional Development Charges obtained from site development, which are anticipated in the $19 million range.

7. This Brief recommends that the Official Plan Review's proposed "1,000 ha additional growth area" be designated for development in the RMOC Official Plan as a

continuing extension of Barrhaven with the following designations:

- *in Schedule A, Rural Policy Plan - "Principal Urban Area";*
- *in Schedule B, Urban Policy Plan - "Residential District" and "General Industry", with land use designations to be determined by a Secondary Plan.*


Knoxdale Rd.
Moodie Dr.
Cedarview Rd.
Greenbank Rd.
Woodroffe Ave.
CNR
Merivale Rd.
GREENBELT
Fallowfield Rd.
Proposed Hwy 416
Strandherd Dr.
Bren Maur Rd.
Heart's Desire
Hwy 16
Jock River
Rideau River
Jockvale Rd.
STAGE II
STAGE II
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SOUTH URBAN COMMUNITY - SHENKMAN LANDS

▨ Barrhaven

▭ Draft RMOC OP Stage I Proposal

▩ Shenkman Corporation Lands

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BRIEF ON THE
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
DRAFT OFFICIAL PLAN
SUMMARY OF BRIEFS AND STAFF RESPONSE

SHENKMAN CORPORATION

SEPTEMBER 1987

M.M. DILLON LIMITED
CONSULTING ENGINEERS - PLANNERS
ENVIRONMENTAL SCIENTISTS

I PURPOSE OF BRIEF

This brief responds to comments in the "Summary of Briefs and Staff Response" concerning Regional infrastructure costs implied by the development of the Shenkman lands in the South Urban Community.

II REGIONAL INFRASTRUCTURE COSTS

May 1986 Estimate

Our Brief on the RMOC OP Review, in May 1986, included the following cost estimates (page 19); the estimates were based on a 1985 study of the entire South Urban Community and were expressed in 1986 dollars:-

> "Regional infrastructure costs which will be required for development of the 1000 ha growth area are shown on the Regional Infrastructure Requirements Map and consist of:
>
> Roads
>
> - widening of Greenbank Road to four lanes from Knoxdale to Fallowfield: estimated cost - $5 million.
>
> Sewerage
>
> - extension of the West Rideau Collector Sewer from Merivale/McFarlane to Highway 16: estimated cost - $6 million.

...

Water

- Extension of the Woodroffe Avenue feeder watermain from Fallowfield to Highway 16 plus the Jockvale Elevated Tank construction: estimated cost - $4 million."

Our intention was to estimate the cost of only those Regional works which would be necessary to allow development of the Shenkman lands to proceed.

September 1987 Estimate

Upon review of recent Regional infrastructure planning and budgeting, now made available to us, we believe that those Regional infrastructure requirements and costs should be modified as follows and be expressed in 1987 dollars:

Roads

• Widening of Greenbank Road to four lanes from Knoxdale to Fallowfield	$ 6 million

Sewerage

• Extension of the West Rideau Collector Sewer from Merivale/MacFarlane to Nepean's Barrhaven Trunk (Phase III)	$ 8 million
• Extension of the West Rideau Collector Sewer from the Barrhaven Trunk half way to the Jock River (one half of Phase IV)	$ 5 million

Water

• Barrhaven Area Feedermains plus the Fallowfield Elevated Tank	$ 5 million
TOTAL	$24 million

Rationale for Revised Estimate

The major difference between the May 1986 and the September 1987 estimates results from revised sewerage requirements and costs; i.e.:-

- One half of Phase IV of the West Rideau Collector is now included since we recognize that, without this extension, pumping and forecemain costs would be incurred in directing sewerage to the Barrhaven Trunk;
- The RMOC Works Department has recently assigned a higher degree of difficulty to implementing Phases III and IV of the West Rideau Collector.

III DISCUSSION

The RMOC Staff estimate of the Regional infrastructure costs to service the Shenkman lands is $70 million.

That estimate includes the following costs which we consider are inappropriately allocated to the Shenkman lands:-

. . .

- a share of the costs of works which are committed and which will proceed whether or not the Stage I lands are developed; i.e. the South Ottawa Collector, the Lynwood Collector, the Watts Creek Adjustments: - estimated cost - $25 million

- inflation of 6% per year to the year of implementation: - estimated cost - $10 million

- a portion of the cost of collection/distribution within the proposed development: estimated cost - $5 million

Consequently, we believe that the RMOC Staff estimate is at least $40 million too high and would be in the $30 million range.

Further, RMOC Staff suggests that the Shenkman lands would yield $32 million in development charges, on the current basis for charges, which approximates that $30 million cost range. We consider, of that amount, 75% of the total; i.e. $24 million, could be attributed to water, sewerage and transportation.

#039

Ontario

Ministry of Agriculture and Food
Ministère de l'Agriculture et de l'Alimentation

416/965-9433

Legislative Buildings
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Toronto, Ontario
M7A 2B2

Hôtel du gouvernement
Queen's Park
Toronto (Ontario)

Foodland Preservation Branch

September 3, 1987

Mr. J.M. Wright, Planning Commissioner
Regional Municipality of
Ottawa-Carleton
222 Queen Street, 14th Floor
OTTAWA, Ontario
K1P 5Z3

OTTAWA-CARLETON
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SEP 8 1987
/1
PLANNING DEPARTMENT

Dear Mr. Wright:

RE: Draft Regional Official Plan for Ottawa-Carleton

Staff of the Ministry of Agriculture and Food have completed a review of the draft regional plan and associated reports for the Region of Ottawa-Carleton.

The draft plan has been reviewed in terms of the goals and objectives of this Ministry and according to the criteria and policies contained in the Food Land Guidelines which support those goals and objectives.

Based on present knowledge and on this review we offer the following comments and recommendations.

As a general comment we find the draft plan to be supportive of the agricultural community and committed to the preservation of the agricultural resource base in the region. It is encouraging to see severance policies and changes to the permitted uses in the agricultural resource areas that have now been included in the official plan.

PART 1-INTRODUCTION:

1.7.2 Policies for Implementation

We suggest under this section that a policy be included stating that Council will have regard to matters of provincial interest and policy statements as prescribed by the Planning Act, 1983 sections 2 and 3(5).

Ontario, there's no taste like home
Un bon goût de chez nous
FOODLAND ONTARIO

PART 4-DEVELOPMENT IN THE RURAL AREA:

4.2.3 General Rural Areas

Compliance with the Minimum Separation Distance requirements of the Agricultural Code of Practice is as important in the Rural area as it is in the Agricultural Resource area. We strongly recommend that a policy be included to ensure that regard will be had for the Minimum Separation Distance requirements of the Agricultural Code of Practice, particularly when considering country lot development in the Rural area.

4.2.4 Infilling

Provisions for infilling are not included in the policies of the Food Land Guidelines. However, we do consider limited infilling between non-farm residences, on the same side of the road, that are no more than 100 metres (approx. 300 feet) apart. We recommend that additional criteria of this nature be included in the regional official plan to give guidance to the local municipalities as to what actually constitutes infilling.

PART 5-RESOURCE AREA POLICIES:

5.1.2 Objectives for Agricultural Resource Areas

Under Council's objective #1 we note a reference to the protection of "other lands viable for agriculture". We suggest the replacement of the word "viable" with "suitable" as this would reflect lands with potential for agricultural production, as outlined in section 3.4 of the Food Land Guidelines, and therefore would not involve a determination of what "viable" is.

5.1.3.1 Permitted Uses in Agricultural Resource Areas

We note that this section describes the Agricultural Resource Areas on Schedule A and how they were derived. The inclusion in the designation of only that Class 4 land which was in production in 1985 would be contrary to the policies and principles of the Food Land Guidelines which advocates the placement of Class 1 to 4 land into the highest priority agricultural designation. By using production in a given year as a basis for designation, this may exclude lands which were lying fallow or lands which were not in production due to ownership by non-farmers. If only the class 4 land in production in 1985 was included in the agricultural resource areas then this Ministry may have some serious concerns with the schedule as prepared.

If there are other criteria which were used to develop the Agricultural Resource Areas then they should be included in this section to indicate to landowners how their lands were classified. Based on these comments we request a clarification of this section.

...3

5.1.3.1 (1) Permitted Uses

d) We require clarification of the permitted use, "open air recreational" as there is no definition of what types of facilities this category would include. In terms of the Food Land Guidelines, passive recreational uses which do not involve the construction of major buildings or do not adversely affect the soils could be considered as being compatible with agriculture.

j) See previous comments on infilling (section 4.2.4)

5.1.3.2 Farm Severances in Agricultural Resource Areas

3a) We are pleased to see farm related severance policies included in the official plan. The concept of one lot per bonifide farmer is commendable, although we feel that this may be a difficult thing to monitor. The concern with this subsection is the provision for farm help lots with no criteria.

The Food Land Guidelines, section 4A.20 provides for the creation of lots for full-time farm help whose working activity is primarily devoted to the farm operation and where the nature of the farm operation requires this help to be accommodated close to the farm. While this accommodation should be provided as part of the farm unit rather than on a separate lot, where it is shown that the lot is for full-time farm help, a severance may be considered. We have strong concerns with permitting farm help lots without criteria in the regional official plan.

3b) In this subsection dealing with surplus dwellings created through farm consolidation, there is no definition provided for farm consolidation to indicate whether this would apply to abutting and/or non abutting farm parcels. We request clarification.

3c) We request clarification of severances for boundary adjustments between farms. We would have no concerns if this applies to lot additions or to severances where no new lots are created.

3d) The reference to "economic viability" in this subsection, when considering the creation of new agricultural holdings, is not in keeping with the policies nor the intent of the Food Land Guidelines. The determination of viability by this Ministry is not solely based on economic issues but involves a number of considerations from land acreage needed to support a given type of agriculture to locational and market factors. In addition, many existing parcels may not be viable units on their own but can be rented or sold to adjacent agricultural operations to increase their available land base and add to their viability.

...4

3d)cont. We note that flexibility, suitability and agricultural capability (as per sections 4A.15 to 4A.17 of the Food Land Guidelines) were not included as criteria to use when determining appropriate farm parcel sizes. We recommend that in order to maintain large parcels for future agricultural use that all of the above criteria be placed in this subsection in the official plan.

4. The definition of farmer and the 20 year ownership requirement for retirement lots are good. However, we note that there is no mention that the farmer has to be retiring from active working life or selling the farm to have a retirement lot. This brings forward the problem of monitoring the number of consents granted for retirement purposes if there are not additional criteria included. We recommend adding further criteria on the retiring status of the farmer to this subsection.

5.1.3.4 Areas of Poor Land in Agricultural Resource Areas

While we recognize that there may be pockets of Class 5-7 soils included in the Agricultural Resource Area to provide for contiguous areas of farming, this is not reason enough to permit non-farm development which may conflict with surrounding agricultural operations. The development of poor pockets as described in this section is not in keeping with the intent nor the policies of the Food Land Guidelines and we cannot support this section.

5.1.3.4 Agricultural Advisory Committee

We note with encouragement the proposed establishment of an agricultural advisory committee and trust that locals who are knowledgeable about agriculture and the agricultural community will be asked to participate on such a committee.

5.2 Mineral Resources

The Food Land Guidelines , in sections 3.16.3 and 3.16.4, requires that licensed waysides and pits and quarries which are permitted on specialty crop land and Class 1 to 3 soils be rehabilitated to agriculture and that substantially the same acreage and average soil capability are restored. We note that this provision has been placed in the Agricultural Resource Area section but that it has not been included in the Mineral Resource Area policies. We recommend that the Food Land Guideline requirements be placed somewhere in this section on Mineral Resources.

...5

LAND USE SCHEDULE A:

We note that two areas on the schedule reflect changes to the present regional official plan which are not yet approved (Amendments #61 and #65). We reserve the right to comment on these areas of the draft schedule pending our final comments on the amendments.

We will forward additional comments on Land Use Schedules A and B under separate cover. Please note that based on our comments on section 5.1.3.1 of the draft plan concerning the method used to prepare the Agricultural Resource Designation, we may have additional concerns with the schedule. We would appreciate clarification of section 5.1.3.1 before finalizing our comments on Schedule A.

This concludes these comments on the draft official plan. If you should have any questions or wish to discuss these matters further please contact Janet Anderson, Acting District Manager or Neil Smith, Regional Manager of my staff in Toronto at (416) 965-9433.

Yours truly,

DONALD DUNN
Director

cc. Mr. Steve Carty, Ministry of Municipal Affairs
Mr. Gary McTavish, Land Use Specialist, Kemptville

c:regionop.jla

#040

Soloway, Wright, Houston, Greenberg, O'Grady, Morin

Barristers, Solicitors and Notaries

Avocats et Notaires

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FILE/DOSSIER NO.: 636-5

BY HAND

September 4, 1987

Mr. Nick Tunnacliffe
Planning Department
The Regional Municipality of
Ottawa-Carleton
222 Queen Street - 8th Floor
Ottawa, Ontario

Dear Sir:

RE:Elmvale Shopping Centre - Regional Official Plan Review

I am Solicitor for Ivanhoe Inc. who are the owners of the Elmvale Shopping Centre.

On behalf of our client we had made a submission requesting the designation of Elmvale Shopping Centre as an 'Intensive Employment' area in response to Official Plan Review proposals released in December of 1986. The draft official plan does not designate Elmvale Shopping Centre as either a Primary or Secondary Employment Centres.

It is our understanding from the changes made to other policies that Elmvale Shopping Centre could construct a small office tower providing between 125,000 - 150,000 square feet gross leasable area. I would appreciate it if you would confirm that the Regional Official Plan as drafted and presented to Regional Planning Committee would permit such an office building on the Elmvale Shopping Centre, and that such would be in conformity with the Regional Official Plan.

Thank you for your assistance.

Yours truly

Douglas Kelly
DBK/web
c.c. R. Laberge - Ivanhoe Inc.

OTTAWA-CARLETON
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PLANNING DEPARTMENT

#041

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Barristers, Solicitors and Notaries
Avocats et Notaires

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LAWRENCE J. SOLOWAY
DOUGLAS B. KELLY
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OTTAWA-CARLETON
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PLANNING DEPARTMENT

DIRECT LINE/LIGNE DIRECTE: 782-3217
FILE/DOSSIER NO.: 736-2

BY HAND

September 1, 1987

Mr. John Wright
Planning Commissioner
Regional Municipality of
Ottawa-Carleton
222 Queen Street - 8th Floor
Ottawa, Ontario

Dear Sir:

RE: Regional Official Plan Review - Draft Official Plan

Please be advised that we are the solicitors for Trilea Centres Inc., owners in part of the Carlingwood Shopping Centre which, as you know, is located at the North/East corner of Carling and Woodroffe Avenues in the City of Ottawa. We have had an opportunity to review with our client the proposed policy in the draft official plan concerning the designation of Regional Shopping Centres. We are concerned with these policies which, if approved, would have a clearly detrimental effect on our client's shopping centre and on that of other Regional Centres. Carlingwood Shopping Centre would not be in a position, if the policy as proposed is adopted, to react to market demand.

Currently, the Carlingwood Shopping Centre is being developed to a total of approximately 50,000 square metres. The proposal in the Region's official plan (draft) would limit the centre to this size without the ability to expand as the need arises to meet market conditions. There is a provision for future expansion once a Regional Shopping Centre has been established in either of the Orleans or Kanata Town Centres; even if this occurs, however, a further market study would be required in accordance with the draft policy, which market study would have to be carried out by Regional staff. This requirement for a market study and particularly one to be conducted by Regional staff is intolerable to our client which would be subject to the priorities established by the Planning Branch at the Region for its own workload. This would almost inevitably cause a Section 22 (Planning Act) appeal situation.

Our client is also very seriously concerned that the draft official plan would render the Carlingwood Shopping Centre in a position inferior to the position enjoyed by the other Regional Shopping Centres. The other Regional Shopping Centres have, in accordance with the Region's official plan and with the zoning by-laws of the local municipalities, expanded to sizes far in excess of that which is being proposed as a limitation on the Carlingwood Shopping Centre. It is, in the opinion of our client and its various consultants, absolutely critical that the Centre be in a position to expand to meet demand which involves not only an increasing population and a need for additional commercial space but also relates to changes in the nature of shopping habits and patterns and the concomitant need to provide varying tenancies of different sizes.

We understand that we will be permitted to elaborate upon these concerns by way of oral representations. Please accept this letter as a formal request to appear before your Planning Committee for that purpose. We would appreciate the opportunity to be heard on September 15th, at which time, we have been informed, the entire Committee will be in attendance.

Yours very truly,

Alan K. Cohen

Alan K.Cohen
AKC/kii
cc Trilea Centres Inc.

#042

KIMMEL, VICTOR & AGES
BARRISTERS, SOLICITORS & NOTARIES

DANIEL KIMMEL, Q.C.
STEPHEN VICTOR, Q.C.
M. MURRAY AGES, Q.C.
SANJAY SRIVASTAVA
SEYMOUR I. MENDER
HOWARD YEGENDORF
PHILIP M. RIMER
PETER J. GALWAY

TELEPHONE 238-1333
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112 LISGAR STREET
OTTAWA, ONTARIO
K2P 0C2

OTTAWA-CARLETON
RECEIVED
SEP 8 1987
PLANNING DEPARTMENT

Our File 4-3

September 4, 1987

BY COURIER

The Planning Committee Co-ordinator
14th Floor
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Attention: J.M. Wright - Planning Commissioner

Dear Sirs:

Please be advised that I act on behalf of Tanglewood Ottawa Ltd. who are landowners (South half of Lot 22, Concession 5) in the Leitrim area. On behalf of my clients, I wish to advise you that we have reviewed your draft official plan and would like to take this opportunity to respectfully lend our support to the position taken by the City of Gloucester with respect to the draft official plan.

In reviewing this matter with my client and more particularly in reviewing the draft official plan, it is clear that the Region has neglected to consider the ramifications of leaving out the Leitrim area from any future growth in the region. This is of concern not only to my client but to the City of Gloucester in general as the City of Gloucester is a young and growing municipality which obviously wishes to expand. Although I cannot be certain as to the validity of your research techniques and data control, it would appear to my client and perhaps to the City of Gloucester as well that the Region's conclusions are not substantiated by fact.

The regional proposal appears to fail to consider in enough detail the regional requirements with respect to housing and industrial growth as will be required in the upcoming years. As such, the proposal does not provide for enough land needed for development and the proposal gives no choice of location for that development. By restricting development to one particular area of the region, the draft official plan effectively makes the region less attractive to any future development. We, therefore, reiterate that we support the position taken by the City of Gloucester and wish to express our concern that if the draft official plan remains unamended, not only will the City of Gloucester be severely restricted but such restrictions will flow through the entire region.

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In addition, we do, however, wish to congratulate the Region on its effort to update the 1974 Regional Official Plan. We can well understand the difficulty that Regional Officials must have experienced in trying to meet the needs of various regional municipalities.

To assist Regional Officials in coming to some final conclusion with respect to the secondary official plan, I am taking the liberty of enclosing herewith a very brief summary of a proposal prepared by my client, Tanglewood Ottawa Ltd.. As you can see from the summary enclosed herewith, the proposals set forth are very much in line with the report prepared by the City of Gloucester which was submitted to you earlier.

Basically, my client's proposal would be that Lot 22, Concession 5 be included in the Village of Leitrim pursuant to the secondary official plan for the Village of Leitrim. My client is interested in developing its land holdings and as set out in its summary, this development would include high technology services, a 50 room motel, a restaurant, a conference hall, housing developments, complimentary industry, offices and a retail plaza that would include a bank, legal and medical offices, pharmacy and retail stores. We are of the view that this would not only create hundreds of new jobs, but there would be a tremendous spill over in both human resources and money spent not only in the City of Gloucester but in the Region in general. Needless to say, all the above would increase the tax base within the City of Gloucester, and inject both theCity's and the Region's treasury with a new found source of income.

We have had an opportunity to review with planners of the City of Gloucester some of our proposal. Although they had first expressed a concern as to the adequacy of sanitary sewers, we feel that we have been able to solve this issue and to this end, we enclose herewith a copy of a letter from Oliver, Mangione, McCalla and Associates Limited, Consulting Engineers, which letter is dated November 14, 1980 and addressed to Michael Jones. In this letter, Mr. John Sawarna, P. Eng., considers the problems involved with water supply and distribution, sanitary sewer system, and storm water management. These issues are raised in his letter and solutions with respect thereto are set out. We feel that these solutions are viable keeping in mind the obvious benefits of including the Leitrim area in any secondary official plan.

I trust that the above is of some assistance to you and wish to advise that we look forward to meeting with you on September 15, 1987 at the public meeting which you have scheduled. In the event that there are any questions or should you wish to discuss this matter in any greater detail prior to the meeting, please do not hesitate to contact the writer.

I look forward to hearing from you, and remain,

Yours very truly,

S. Mender

Seymour Mender

SM/tt

ENCL.
cc: George N. Vadeboncoeur & Nick Pezoulas

SUMMARY OF APPLICATION
OF
Tanglewood Ottawa Ltd.
TO
Regional Municipality of Ottawa-Carleton
PLANNING COMMITTEE
November 18, 1980

Applicants: Land Holdings

1. Tanglewood Ottawa Ltd.

Proposal:

To include Lot 22 in the Village of Leitrim pursuant to the Secondary Official Plan for the Village of Leitrim, being Amendment No. 26. to the Official Plan of the Township of Gloucester.

Submissions

I. The mineral aggregate found on the subject land is not suitable for extraction

Ministry of Natural Resources
Study of John D. Paterson &
Associates Ltd. Consulting Engineers

II The sanitary sewers have the capacity to support an industrial and commercial development.

Report of Oliver Mangione
McCalla & Associates Ltd.,
Consulting Engineer

III The Official Plan of the Township of Gloucester states that industrial and commercial development should occur around existing villages in the Rural Policy area.

S./ 8. 2. 2. Official Plan
of Township of Gloucester

DEVELOPMENT PROPOSAL

PHASE		INDUSTRIAL DEVELOPMENT
I	1.	High Technology Outside services parking etc.
I	2.	50 room Motel, Restaurant banquet room, conference room, gas bar
I	3.	Light industry housing (a) complimentary industry
I	4.	Office & plaza, bank, movies, law, medicine, pharmacy, retail stores
II	1.	In the 5th year to develop the rest assume 50% expansion of each above.

OLIVER, MANGIONE, McCALLA
& ASSOCIATES LIMITED
CONSULTING ENGINEERS

R. JOHN OLIVER, B.Sc., P.Eng., M.C.S.C.E.
JOSEPH B. MANGIONE, B.Eng., P.Eng., M.C.S.C.E.
JOHN H. McCALLA, B.Eng., D.I.C., P.Eng., M.C.S.C.E.
WILLIAM H. KERR, B.Sc., P.Eng.

Job: 80-2630

November 14, 1980

Mr. Michael Jones
McDonald Hendin & Hendin
Barristers and Solicitors
Suite 902
130 Albert Street
Ottawa, Ontario
K1P 9G2

Re: Tanglewood
Serviceability Report
Lot 22 and Part of Lot 21, Concession V
Township of Gloucester

Dear Mr. Jones:

This letter serves as a serviceability report for the advancement of commercial and industrial development on the 250 acres contained in the above noted location. In your instructions, you outlined your intention to develop commercial areas with average depths of approximately 300 feet fronting onto both Highway 31 and Hawthorne Road. The remainder of your site is to be developed as industrial land. The criteria used to calculate the demands for water distribution and sewage collection systems meet the requirements for commercial and industrial development.

Water Supply and Distribution:

The attached sketch illustrates the required extension of the existing 400 mm diameter water main from Analdea Drive to beyond your holdings. On site, water mains would be sized in accordance with Regional Municipality of Ottawa-Carleton standards. Please note however that any extension of the water

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1755 WOODWARD DRIVE, OTTAWA, ONTARIO, K2C 0P9 TELEPHONE (613) 225-9940

It is, therefore, concluded that with the servicing proposals indicated in this letter your holdings can be developed in a sound and acceptable manner.

Yours very truly

John Sawarna

John N. Sawarna, P.Eng.
OLIVER, MANGIONE, McCALLA & ASSOCIATES LIMITED

JNS/st

main on Highway 31 will probably be regarded by R.M.O.C. as a local improvement project with funds being partially available from the Ontario Ministry of the Environment and the balance to come on a frontage and connection basis. The cost of the mains within your holdings shall be borne by the developer.

Sanitary Sewage System:

The proposed industrial and commercial development will generate a flow of 2.76 cfs based on a consumption rate of 2,000 Imperial gallons per acre per day with a peak factor of 3. From our calculations, this flow along with the flows generated from the Village of Leitrim development area and the existing Kemp Park and Blossom Park subdivisions can be accommodated by the existing 750 mm diameter sanitary sewer beneath Conroy Road at Queensdale Drive. However, before any development can proceed on your holdings, the existing Conroy Road sewer would have to be extended to Leitrim Road along with the proposed sanitary sewer system as shown on Schedule 1 of Amendment 26 Village of Leitrim. The cost of these works shall be borne by the benefitting parties based on the cfs generated by each party.

Storm Water Management:

The storm water from this development will discharge into the South Nation River water system. We propose that the developed site be drained by a network of open ditches with rear and side yard swales. Since the runoff after development will be approximately three times greater than before development, a series of retention ponds will be required to limit post development discharge off the site to predevelopment discharge levels.

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1400, place Blair Place
P.O. Box / C.P. 8333
Gloucester, Ontario K1G 3V5
(613) 748-4100

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#42

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Gloucester

Department: Service:
Corporate Services

File: Dossier:

Our File No.: 2-86

1987-09-09

Regional Municipality of Ottawa-Carleton,
Clerk's Department,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

OTTAWA-CARLETON
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SEP 9 1987
CLERK'S DEPARTMENT

Attention: Ms. Gail Brown, Regional Clerk/
Administrative Coordinator.

Dear Ms. Brown:

I enclose a copy of Committee Recommendation No. 17 of Report No. 43/August 31, 1987 which was passed by the Council of the City of Gloucester on the 8th day of September, 1987.

If you should require any further information, please contact the Director of Planning and Development.

Yours truly,

for Lori Reilly
Merrill Cutts, Deputy City Clerk.

MC/lr
Encl.

c.c.: John G. Reid, Director of Planning and Development.

Gloucester

CITY CLERK'S FILE NO. __________
REPORT NO. 43/August 31, 1987
ITEM NO. 17

City of Gloucester
RECEIVED
SEP 3 1987
File No.______
Clerk's Office

COMMITTEE RECOMMENDATION:

Pursuant to the recommendations contained within the staff report of September 3, 1987, dealing with the Region of Ottawa-Carleton Draft Official Plan, File Number GO-203, Council hereby concurs and adopts the report as the City of Gloucester's position on the Draft Official Plan.

--Carried
Resolution No. 2
September 8th, 1987.

THE CORPORATION OF THE CITY OF GLOUCESTER
INTER-DEPARTMENTAL CORRESPONDENCE

TO Mayor and Members of Council	DATE 1987-09-04
FROM J. G. Reid Director of Planning and Development	SUBJECT REGIONAL OFFICIAL PLAN REVIEW GO-203

INTRODUCTION:

The purpose of this report is to present policies in the draft Regional Official Plan with which the City of Gloucester takes issue and proposes be changed. The major concern is that the airport and industrial areas adjacent Albion and Leitrim Roads have not been included as employment areas in the Urban Policy Area and that the Leitrim community development potential is not recognized. The report also outlines seven other policies which are felt to be contrary to the City's interest. Finally, attached as Appendix "A" are a number of minor matters in the Draft Plan that were raised with Regional staff and their response to them. They are attached as they need to be considered as part of the overall plan review.

MAJOR ISSUE

Gloucester's major concern with the Draft Regional Official Plan Policy is that it does not recognize the airport and area as a significant employment centre in the urban area and restricts industrial development based on full services. Second, is the omission of provisions for general urban development in Leitrim should the South Urban Area in Gloucester reach an advanced stage of development during the planning period.

Industrial Area

It is the City's position that all the airport lands now designated only as a "transportation terminal" should be designated as an extensive employment area. About 4,700 people are employed there now and this will increase since the federal mandate now includes development of related industrial and commercial functions in conjunction with the airport. The Region of Peel uses an "employment" Official Plan designation for the Pearson International Airport recognizing the type of land use that has occurred there. The transportation terminal designation in the draft Regional Plan must remain but it is only one of the uses on the airport lands.

During the seventies Gloucester began developing industrial uses near Leitrim and Albion Road because of the proximity of the land to the airport, the airport noise constraints on land use and the desirability of industrial land near the airport. The City Official Plan provided for a serviced industrial designation of land south of Leitrim Road in 1980. The City then attempted to incorporate it as part of the Leitrim Village which was to be fully serviced. When that was not approved and the Regional Official Plan review occurred, a full urban community was proposed by Gloucester to force review of servicing considerations. Under the Regions proposed policies, connection to both central services is to occur only in "urban" areas. This industrial area is now to be rural in the Draft Regional Official Plan thus removing the possibility and permissibility of Gloucester servicing the industrial area.

Full servicing of the Leitrim industrial lands is necessary as a result of existing conditions and future needs. The area has two developed industrial parks with water services but the lack of sanitary sewers has continued to be an irration to the owners. Most owners must now maintain holding tanks due to high water tables and the type of effluent from industrial uses. Minimal water service also provides limited fire protection. The owners have been expecting the provision of full services. The City industrial park is now full and there is a need to expand to provide competitive industrial land within a short distance of the airport. Two industrial subdivisions have draft approval but are limited by the inability to fully service the land. The existing ground water pollution problems are also expected to force the need for sanitary sewers following the extension of water mains to part of this area.

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Recognizing these lands as an employment centre within the "Urban Area" is not a significant change in the extent of the urban area since the Greenbelt and airport lands north of Leitrim Road, and the South Urban Area to the west are "urban". The industrial uses in this area are a result of the airport location. There are no good alternative locations of significant size for industrial uses near the airport.

A major Regional concern in designating urban any part of Leitrim is service costs. A designation of these industrial lands as "extensive employment" protects against any Regional commitment for cost for service extension. The cost of servicing the development area would be borne by the development sector. Extension of water services by the industrial developers would improve local matters since it would result in water services being looped down Albion from the airport and across to Leitrim to connect to the Highway 31 system, which is now a dead end system. Roads improvements would not be required as traffic would be going out to the area at peak periods in reverse of the main traffic flow, minimizing congestion.

The inclusion of these lands within the "Urban" designation is now necessary to respond to existing servicing demands, expected short term servicing problems and the need for competitive industrial land adjacent to the airport.

These lands can be included within the urban designation by establishing a final set of urban land use designations for the Gloucester portion of the South Urban Area, including an "extensive employment" area designation for the airport lands and the industrial lands east of the airport along the south side of Leitrim Road to past Highway 31 to include the existing municipal uses. This would respond to the direction of the Regional Planning Committee to review the Gloucester Official Plan Amendment for the South Urban Area concurrently with the Official Plan review, it would recognize the past servicing commitments and needs, and it would provide a descriptive designation for the airport lands without removal of the "transportation terminal" symbol and policies.

Future Development Area:

The remaining land in the proposed Leitrim Community Area includes residential areas, a community commercial area, the race track and future recreational uses.

It is recognized that within the time limits of this plan there is no assurance that more land for general urban uses would be needed. That possibility does however remain and should be duely considered. If some provision is not made for extension any designation of further lands would require a complete review of the Official Plan. Unscheduled review would be time consuming, costly, disruptive and would be a major concern if land reserves were/being used more quickly than anticipated.

The Leitrim area forms a natural progression of development from the South Urban Area in Gloucester and a logical choice of land to put into urban use if it is needed quickly. Once the South Urban Area is developed there are few other road connections needed to support Leitrim development. Water and sewer improvements could be implemented largely by the developers at their cost with the exception of reservoir facilities at Leitrim. The scale of a Leitrim Urban Area is large enough to fulfill extra-ordinary interim demands but not so large as to require further transitway extensions.

The potential problems created by insufficient land reserves or competition can be avoided by designation of the Leitrim community development area as "a potential extension of the urban area" to be considered only:

1. should extra-ordinary demand deplete needed land reserves in the planning period, and
2. when a major portion of the South Urban has been developed.

As a potential resource it would have minimal impact when the Official Plan is reviewed before 2001. It would then again be one of "a number" of potential areas for urban expansion.

Recommendation:

The Regional Planning Committee is asked to amend the Draft Regional Official Plan to:

- designate the airport lands and the lands immediately south of Leitrim Road from the airport to the municipal lands at Highway 31 as "Extensive Use Employment Area" retaining the "Transportation Terminal" designation at the airport terminal.
- direct Regional staff to establish final land use designations for the South Urban Area in Gloucester pursuant to the submission by the City of Gloucester Official Plan Amendment No. 11.
- designate the area of the proposed Leitrim residential community, south of the "Urban Area", west of Hawthorne Road, north of Rideau Road and east of the South Urban Area and the airport lands as "potential urban area" with policy provisions permitting conversion to urban uses only if land reserves are depleted sufficiently; limiting the availability of development land in the planning period; and demand for additional development land to the south has been demonstrated by completion of development on the majority of the lands within the Gloucester portion of the South Urban Area.

The Gloucester Official Plan Amendment for the South Urban Area would be altered so that the schedules would include the airport lands as well as the industrial area along the south side of Leitrim Road as an Extensive Use Employment Area. A draft of such changes could be placed before to Regional staff for comment as an interim step in the approval.

OTHER MAIN ISSUES

1. Section 3.1.3, Policies for Employment Areas. In each of the employment areas the draft plan requires that a specific number of jobs be provided for. For example, the Orleans Town Centre is designated a Primary Employment Centre, so designated it must accommodate at least 10,000 jobs. It will be very difficult, if not impossible, to achieve that number of jobs. This scenario can be repeated within each of the other employment centres designated in the plan. The City supports the concept of intensive uses at employment centres but prefers an alternative method of implementation.

   A more flexible approach would be to introduce the word approximately, or alternatively, drop references to job totals and introduce policies that are general in nature. It is our view that the use of density requirements would achieve the Region's objective and would allow local municipalities to further refine the policies in their documents to address their particular circumstances.

   Recommendation:

   That the Region delete references to specific job totals in the policies for Employment Areas and implement their objectives by the use of a range of densities for each Employment Area.

2. Section 3.2.1 Shopping Facilities, "The Region is only interested in certain aspects relating to shopping facilities... and the location of major shopping centres". This statement is in conflict with the inclusion of a Region position on Neighbourhood Shopping Centres. We do not view a neighbourhood shopping centre as a "major shopping centre", rather we look at them as convenience centres for neighbourhoods or small communities. It is difficult to envision that a shopping centre of that scale would have more of an impact than a retail strip, yet retail strips are excluded from policy directions in the plan. Policies for the centres are better implemented in the local official plan.

   Recommendation:

   That the Region delete the policies dealing with Neighbourhood Shopping Centres and only make reference to them as matters to be addressed in the local official plan.

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3. Section 4.2.3, General Rural Areas, Policy 14a) and b); a) "define a planning period of at least 10 years", and b) "identify the number of country lots to be permitted in the planning period".

   There is little country lot subdivision development in Gloucester because of water quality problems, but there are a significant number of severances. Fewer severances will occur as the infill opportunities are reduced. In Gloucester the need for predicting the number of country lots in the planning period is questionnable. Other municipalities are not in the same situation and the policies the Region proposes are perhaps suitable for them.

   The draft policy should require identification of those areas that are suitable for country lot development. The opportunity to designate such areas and allowing the local municipality to control development should be provided in the Regional policy. We understand that other municipalities have taken this approach and it has proven successful over the years.

   Recommendation:

   That the policy be amended so as to require local municipalities to identify in their Official Plan those areas that are suitable for development and allow the local municipality to determine the extent of development.

4. Section 5.1.3.3, Areas of Poor land in agricultural resource areas, Policy 8, "Lots created ... shall have a minimum size of four hectares...". We agree with the intent of allowing alternative uses on pockets of poor land in the agricultural area, however, we disagree with a specified minimum lot size.

   Development on these isolated pockets of poor land can be controlled by other planning mechanisms. It is believed that once the local municipality has completed the required study of its agricultural resource areas and implemented the results in the form of policies in its official plan, there will be control over development in the pockets. If that is not satisfactory, the Region may wish to request area municipalities, through their zoning by-laws, to specify a minimum lot size for the pockets of poor land identified in their official plan. This would instill some flexibility in the policy as individuals could approach their Committees of Adjustment for a minor variance for any special cases that may arise. In keeping with the principle of a regional document the policy should be general in nature rather than specific, therefore we recommend the following.

   Recommendation:

   That policy 8 be deleted and the criteria in clause 6 be amended by the addition of the following statements:

   a) that the proposed lot comply with the Agriculture Code of Practice minimum separation distance;

   b) that there is sufficient quality and quantity of potable water on site, and that the site can accommodate a private sewage disposal system;

   c) that the proposed lot not interfere with adjacent or nearby farming operations;

   d) that lots created under this clause be limited to no more than one (1) lot per farm operation; and

   e) that the lot size be no less than .08 hectares, however a larger lot size will be encouraged in order to protect the rural character of the area.

5. Section 10.1.2 Policies for Water Supply and Sewage Treatment, Policy 5 "Local Official Plan may permit development in the Service Villages up to the capacities... Leitrim 50, South Gloucester 160 dwelling units".

We have concerns with this method of allocation given that both communities have service from the same pipe. We feel that a better method of allocation would be to determine how many units in the two areas already subscribe to the service, deduct that number from the amount allocated to come up with a total number of new units available to both communities and that it be left up to Gloucester to determine where the units are to go. For example, there is a total of 210 units allocated for Leitrim and South Gloucester, deduct 100 for existing units, there are 110 units left. If we determine that South Gloucester is more suitable for development then it would be permitted to expand by 110 units or vise-versa with Leitrim. This gives more flexibility to the policy.

Recommendation:

That the allocation for Leitrim and South Gloucester be lumped together and that Gloucester be permitted to determined where the units are to be allocated through its Official Plan policies.

6. Section 10.1.2 Policies for Water Supply and Sewage Treatment, Policy 7b) "where the development is intended to be serviced by a private communal sewage system, the developer or owner of the system has entered into an agreement with the area municipality to provide for the operation and maintenace of the system and the takeover and cost recovery in case of failure of the sewage treatment facility..."(emphasis added).

This proposed policy conflicts with the Regional responsibility. It puts the onus on the local municipality to force the developer to maintain the system or the municipality has to, and furthermore, if the system fails the City is responsible to correct it. In the past, the Region has been the authority entering into the agreements and it is felt that given their responsibility for the provision of sanitary sewer service that they should remain as the responsible jurisdiction.

Recommendation:

That the policy be amended to incorporate the Region as co-signer to the required agreements.

7. Schedule C1 - Future Urban Regional Roads Plan.

a) We have noted on Schedule C1 that Innes Road is not shown, in its entirety, as an "existing" Regional Road. However, on Schedule C2, Urban Regional Roads Rights-of-Way Protection Policy Plan, Innes Rd. (R.R. 30) is indicated as a right-of-way 40 metres in width for the most part and 26 metres in width through Blackburn Hamlet. Given this, it appears that Innes Road is to continue to be a Regional Road, therefore we request that it be shown on Schedule C1 as an existing Regional Road.

b) The Blackburn Hamlet By-pass is shown as a "Proposed Regional Road" however, rather than turning northward to link up with Innes, it continues in an easterly direction, parallel to Innes Road and eventually links up with Regional Road 47. This would indicate to us that a new road is being proposed south of and parallel to Innes Road east of Blackburn Hamlet. In light of this and the observation raised in the previous paragraph, it would appear that Innes east of Blackburn may no longer be intended to function as a Regional Arterial Road and that the new road is to assume that function. We have serious concerns with this proposal.

.../6

Firstly, at the Region's insistance widenings have been obtained all along the built up portion of Innes in particular in the Orleans Planning District in anticipation of its eventual upgrade to a 6-lane arterial. This is almost complete, and to abandon it now does not make sense. Secondly, development occurring along the portion of Innes Rd. has incorporated various access restrictions and buffering in anticipation of the increased traffic volumes along the road. Thirdly, plans for the Orleans South Industrial Park which has been approved and the proposed residential neighbourhood west of Pagé Rd. would be seriously impacted by a new major arterial running through them. Fourthly, there is no supporting evidence for the particular location shown on the plan. In the material sent to us as part of the draft plan, the only reference to the proposed road is in a submission by the Township of Cumberland which states, "We would support ... a four lane limited access urban arterial, linking to the Innes-Walkley link and the Blackburn Hamlet By-pass running in an alignment south of the existing Innes Road to function as a "relief". Innes Road when widened as planned should function quite adequately until 2001. If there is any doubt as to the use of Innes Road, or the proposed road, the road should be identified as a conceptual road south of the urban area and be subject to the further study in the future.

With the Region experiencing severe financial constraints, it does not make sense to propose a new road which would require several million dollars to implement, when there is an existing right-of-way which has been protected for years for the exact same purpose. The proposal is inconsistent with the Region's attempts to allocate its scarce resources in the most efficient manner possible. Innes Road east of Blackburn Hamlet should be kept in the present location as a Regional Arterial Road.

Recommendation:

1. a) That on Schedule C1 Innes Road be identified as an existing Regional Rd. and furthermore that the portion of the new arterial east of Blackburn Hamlet south of Innes Road be deleted from the schedule.

   b) That on Schedule C-1 Bearbrook Road be identified as an existing Regional Road.

2. That the City supports the Innes/Walkley/Blair connection as shown on Schedule C-1.

3. That it be made clear that the tier 1 road improvements effecting Innes Road apply to the existing Innes Road not the proposed new road.

CONCLUSION

Other than the issues raised above and in the attached appendix, the City concurs with the policies contained within the Draft Plan. We appreciate the efforts that went into its preparation and thank Regional staff for taking the time to discuss issues with the City.

J.G. Reid
Director of Planning
and Development

Attachments

DOP/w.p.-rev/rop/5/1al

APPENDIX A

MINOR COMMENTS ON DRAFT OFFICIAL PLAN

These minor matters were discussed with Regional staff and tentatively resolved, subject to Regional Council Approval, as indicated below:

1. Section 1.7.1 Objectives for Implementation, the sentence beginning with "Some policies are implemented..." should be amended to read "Some policies are implemented in part through approval of official plans and appeal of zoning by-laws adopted or passed by area municipalities..." The corrections reflect how the process actually works and the means by which the Region can implement their policies.

   Regional Response:

   Rather than the wording you suggested, we agreed to consider making the wording consistent with the wording discussed below relating to section 3.4.3 by introducing the word "provided" so that the sentence could read "some policies are implemented in part through approval of official plans and comments provided on zoning by-laws ...".

2. Section 2.1.3, The Number and Location of Urban Areas, paragraph 6, the sentence "The road network has developed in a radial pattern." Our observation is that the road network has developed on a discontinuous grid pattern, following the concession and lot lines. We are not sure what is meant by the radial and would appreciate your comments.

   Regional Response:

   I agree that the term "radial pattern" is not exactly clear since development of the road system based on lots and concessions has been superimposed over the original radial road pattern established by Montreal Road, Cyrville Road, Bank Street, Richmond Road. We will look at that again.

3. Section 3.1.3.2 Primary Employment Centres Summary, number 5 "...local official plans contain provisions relating to achievement of the number of jobs set out in policy 4a) above". We question the need for duplication in the local Official Plan. We support the concept of high density development resulting in more employees adjacent transit stations, however, we feel it is better handled at the local Official Plan level by providing a range of densities that would accommodate the Regional objective. Our site specific zoning by-laws would then implement the policies of both documents. In Gloucester our Current Official Plan and Zoning By-law are set up on the basis of regulating densities, to implement your policies would just require an adjustment of the density provisions.

   Regional Response:

   We discussed the Region's original proposal in the discussion paper to establish minimum densities in the official plan and that based on comments received primarily from Nepean and Ottawa we had moved to a more general approach specifying the number of employees in a general area, thus leaving the question of densities required to achieve that number of employees in the area to the municipal zoning by-law. We also discussed the possibility of adding the word "approximately" before the numbers specified to introduce flexibility in implementation.

DOP/w.p-append1/1a1

4. Section 3.1.3.3 Secondary Employment Centres. This may be a question of a Schedule amendment, however, the transit stop at Cyrville and Highway 417 should be designated as a Secondary Employment Centre. The City is in the midst of preparing an Official Plan amendment and Zoning amendment to change the Official Plan designation from Residential to Commercial and the zoning from Residential High Density to Commercial Office with a floor area ratio of 1.5 times the lot area. The proposed amendment indicates the City's commitment to the Region's policy of increasing commercial activity at the transit stops. This site possesses all the characteristics of a Secondary Employment Centre and should be designated as such.

   Regional Response:

   It is not the intent of the region to prevent development at transitway stations particularly for high density employment uses. We were not aware of the extent of development being proposed at the Cyrville Road transit station. Our intent in designating the St. Laurent centre a primary centre was that by locating the dot on both sides of St. Laurent Boulevard, development between St. Laurent and Cyrville Road that focused on St. Laurent Gloucester would be accommodated. I understand you will be meeting with the developers in this area very soon and once this has happened, I would appreciate receiving from you a sketch plan of the area north of the Queensway, south of Ogilvie Road, east of St. Laurent and west of the Parkway indicating your assessment of how much development by type could reasonably be expected to occur in this area. I will then in consultation with you and the City of Ottawa discuss whether it might be more appropriate to have two secondary employment centre designations at both St. Laurent and Cyrville Road rather than the single primary employment centre designation.

5. Section 3.4.3 Policies for General Urban Areas, first sentence, "In terms of planning...the approval of plans of subdivision, and comments on zoning and site plans." should be amended to read "...the approval of plans of subdivision and comments provided on zoning and site plans." It is felt this more accurately reflects the procedure in the sense that the Region is circulated zoning by-laws and site plans and it provides comments. Because it is difficult to impose comments, it is not realistic that they be used as policy instruments.

   Regional Response:

   I agree with your suggestion that including the word "provided" more accurately reflects the procedures relating to zoning and site plans (see first point above re: consistency).

6. Section 3.4.3 Policies for General Urban Areas, Policy 1a) "aggregations of non-residential uses may be permitted up to a development potential of 2,000 jobs." It is unclear if an aggregation of jobs is applied to a development, a community, a municipality, or the whole region. The retail development that has occurred along some of our major arterials such as Montreal Road and St. Joseph Boulevard may reach the 2,000 job limit in Gloucester. The phrase appears to apply to all general urban areas designated on Schedule B which is unreasonable.

   Regional Response:

   I agree that the word "aggregation" may not be clear and we will look again at an alternative form of words. As we discussed, the intent is to permit development up to approximately 2,000 jobs in a general area which is certainly more than once parcel of land or one ownership. Your specific concern was in Orleans and whether the regional plan could be interpreted to mean that only 2,000 jobs would be allowed in the whole of the general urban area designation in the Gloucester part of Orleans. My feeling is that it would not and that there are in fact several aggregations of employment in that area now, namely the strip along St. Joseph Boulevard, the Youville industrial park, the shopping centre and institutional area north of the Highway 17 and the institutional and proposed shopping area south of St. Joseph on the old CMHC lands. Although we will look again at the wording, it may be better for all concerned to leave the matter for interpretation on a case by case basis since by trying to nail down a very specific number to satisfy your concern in Orleans, we may be creating problems of interpretation elsewhere.

7. Section 4.2.2 Villages and Serviced Villages, Policies 10a) and b), a) "...except those served entirely by a communal sewage system...", b) "...except those served entirely by central water service." We are of the opinion that the words "or primarily" should be added to the two phrases so that they read "...except those served entirely or primarily by a communal..." and "...except those served entirely or primarly by central water services." The policies would then be phrased consistent with policy 6 and it would also make them more flexible. The intent is supported but flexibility is need because although a village is serviced some residents may not have access preventing the village from meeting the proposed cirteria.

   Regional Response:

   I agree that the introduction of the word "primarily" would introduce some flexibility. We will consider that.

8. Section 4.2.5 Multiple Unit Development policy 19 and 20, "Multiple unit development of more than five units may be permitted by site specific zoning by-law amendment..." It is suggested that the statement be rephrased to read "Multiple unit development of more than five units may be permitted in Villages and Serviced Villages if the local official plan contains policies concerning the type, amount and location of multiple unit development, and the requirements of policy 7 in Section 10.1 concerning private communal systems are met." The requirement for a "site specific zoning by-law" is redundant because multiple unit development in the rural area would require a zoning amendment in any event.

   Regional Response:

   I agree with the intent of your suggestion but I will have to verify how each local municipality deals with the situation of multiple unit development of more than 5 units.

   It is also agreed that the words "by site specific zoning by-law amendment" in section 20 may be redundant since that is also required in the policies in section 10.

9. Following the same rationale, in Section 20 it is recommended that you delete the words "by site specific zoning by-law amendment" and condense the policy to read "Mobile home developments also may be permitted and on land designated General Rural Area, subject to the requirements of policy 19 and the servicing requirements of Part 10 of this plan."

   Regional Response:

   Agree, see above.

.../4

10. Section 5.1.3.2 Farm Severances in Agricultural Resources Areas, Policy 4, "...Farmer is defined...worked on a farm in Ottawa-Carleton for at least 20 years." We agree with the intent however what is the rationale at establishing a 20 year minimum? Numbers make the policy very rigid. We would rather see a lesser minimum of time with a strong definition of what "worked of the farm" entails or have "bona-fide" looked at on a case-by-case basis. That would give some flexibility to the policy.

    Regional Response:

    I clarified that the definition of farmer i.e. "who has worked on a farm in Ottawa-Carleton at least 20 years" means that the farmer need not have worked on that particular farm and this should introduce some flexibility.

11. Section 5.2.7 Policies, Mineral Resources Areas, Policy 3 "... except that residential uses may not be permitted." There is no rationale for not permitting residential uses on rehabilitated pit sites. There are several examples of attractive developments on former pit sites.

    Regional Response:

    I clarified that these policies are not proposed to be changed and are identical with the policies in the existing approved official plan except for renumbering. On the specific instance you raised of South Gloucester, we agreed that before development could proceed a local official plan amendment is required and at that time we and MNR would have to be satisfied as to whether or not the introduction of residential uses would adversely affect the extraction of minerals in that area.

12. Section 5.2.7 Policies, Mineral Resources Areas, Policy 6. In this paragraph reference is made solely to "the advice of the Ministry of Environment." Is it not the Ministry of Natural Resources which is co-responsible, and shouldn't they be mentioned in the paragraph?

    Regional Response:

    You are correct. MNR should be included and in fact was in the original amendment 31. They appear to have been omitted in the office consolidation of the existing official plan. That will be rectified.

13. Section 6.2.6, Special Needs Housing, Policy 12 "Zoning by-laws should permit group homes in all areas where residential uses are permitted." The wording would require permitting group homes in some commercial areas because some of our commercial zones permit accessory residential uses. These are not appropriate areas for group homes. Group homes are more properly located in residential areas where the residents can become part of the neighbourhood. The wording should be changed to the following "Group Homes should be permitted in all areas zoned primarily for residential uses."

    Regional Response:

    I agree with your intent. However, I believe the verb should be the mandatory "shall" rather than "should".

14. Section 11.4.1, Transit Policies. The plan should encourage the provision of "part and ride" and "kiss and ride" facilities as ways of enhancing public transit use. This is especially important in low density residential areas where the local bus service may not be sufficient. By providing these facilities it encourages people to use the transit system as it makes it convenient for them to get to and from work. Locally, one only has to look to the success of the facility provided at the Orleans Town Centre.

DOP/w.p.-append/4/lal

Regional Response:

I agree that " Park and ride" and "Kiss and ride" are ways of enhancing public transit use and will speak to the Transportation department as to whether it will be possible to include reference to them in the official plan.

15. Boundaries are not consistent on each schedule and perhaps should be amended. On Schedule E-Transitway Route, indicate the transitway stations. (Existing and Proposed). It would certainly re-enforce the Employment Areas Policy contained within the plan if the transitway stations were shown.

Regional Response:

With regard to the schedules, I have already noted the question of the possibility of a secondary employment centre being designated at Cyrville Road transitway station. I agree in pricnciple that locating the transitway stations on schedule E may be a valuable way of reinforcing the employment areas policy and I will discuss this with the Transportation Department.

#44
865-1

Member INSURANCE BROKERS ASSOCIATION Ontario

DONALD C. JOHNSTON

INSURANCE AND REAL ESTATE LIMITED

166 Daniel St. N.,
ARNPRIOR, Ontario
K7S 2L3

August 28, 1987

OTTAWA-CARLETON
RECEIVED
1 cc
AUG 31 1987
CLERK'S DEPARTMENT

Regional Municipality of Ottawa-Carleton
222 Queen Street, 14th Floor,
OTTAWA, Ontario
K1P 5Z3

ATTN. Ms. Ann Therese MacEachern
Planning Committee Co-ordinator

Dear Madam,

It has come to my attention, by chance, that it is your intention to re-zone one of our Holdings in Fitzroy Ward of West Carleton to Agriculture.

The property is located in lots 13 and 14, concession 7, and has a draft plan of subdivision lapsed upon it. I have had the assurance of Regional Planning staff that there is no problem to reactivate this plan. The property is presently zoned for Rural Estate Housing and should remain that way.

We have spent several thousands of dollars to bring this property to its final approval stage and it is only now that the market has reached a value to allow development.

There is not one acre of tillable land in the Holding and it was planned in such a manner as not to encroach on agricultural lands. The topography is rolling outcrops covered by a heavy layer of Deciduous trees.

Test wells are drilled and approved by the Ministry of the Environment. The street has been named, cleared and grubbed, ready for a grandular base.

I ask you to consider this as an objection to your plans and to reinstate the property to Rural Estate.

Yours truly,

Donald C. Johnston
President
Kingdon Holdings Limited

cc. Eric Craig
Mayor of West Carleton Township
CARP, Ontario

DCJ/vmk

KINBURN 832-2557 · ARNPRIOR 623-7333 · BARRY'S BAY 756-3092
CARLETON PLACE 257-5000 · PERTH 267-7000
OTTAWA DIRECT LINE TO ARNPRIOR 832-3232

#045

Tartan

OTTAWA-CARLETON
RECEIVED
SEP 4 1987
PLANNING DEPARTMENT

September 1, 1987

Regional Municipality of Ottawa-Carleton
Planning Department
222 Queen Street
OTTAWA, Ontario

Attention: Mr. John Wright

Dear Sirs:

Re: Regional Official Plan Review - Leitrim Area
Tartan Development Corporation

We have reviewed the draft Official Plan and background documents.

We are the owner of 320 acres of land in the Leitrim Area formerly known as the Kelly Lands. The land runs between Bank Street and Albion Road and is described as Part of Lots 18 and 19 Concession IV R.F. City of Gloucester.

During our review of the draft Official Plan documents, we were concerned that the Leitrim Growth Area, as proposed by Amendment 10 to the Gloucester Official Plan, was not included in the Draft Regional Official Plan.

There is very little land available for immediate development in the Southern portion of the Region. Evaluation of various alternative locations indicates that the proposed Leitrim Growth Area can be brought on stream in the very near future with a relatively small front end expenditure. Cumming-Cockburn & Associates have prepared a report which indicates expenditures and works required to bring these lands to development. We will submit the report to Planning Committee as a part of our presentation on this matter.

It is our opinion that these lands represent a cost effective growth alternative which if approved would result in a solution to short term land supply problems in the Region. Accordingly, we are asking the following:

1. That Leitrim be included in the Regional Official Plan as an immediate Growth Area.

2. That we have the opportunity to make formal presentations to Staff, the appropriate Regional Committees and to Council.

Tartan Group Inc., 3rd floor, 331 Cooper Street, Ottawa, Ontario, Canada K2P 0G5 (613) 232-7134

We trust the above satisfies the requirements of the Regional Official Plan Process and that you will advise us as to when we will have the opportunity to make these presentations.

Yours very truly,

TARTAN DEVELOPMENT CORPORATION

John P. O'Connor
President

JPO/DK/dw

c.c. - Mr. Andrew Haydon
[redacted]
Mr. Chris Bradshaw
Mr. Dave O'Brien - City of Gloucester
Mayor Allen - City of Gloucester

287 #046

Soloway, Wright, Houston, Greenberg, O'Grady, Morin

Barristers, Solicitors and Notaries

Avocats et Notaires

HYMAN SOLOWAY, Q.C., LL.D
GERALD R. MORIN, Q.C
JAMES L. SHIELDS
SUSAN M. GIBSON
LAWRENCE J. SOLOWAY
DOUGLAS B. KELLY
ANDREW J. RAVEN
KENNETH J. WEBB
LYON LIGHTSTONE
DANIEL M. LOGUE
M. CLAUDIA MORROW
JOHN E. MOSS
PHILLIP G. HUNT
KATHERINE YOUNG

IRVING GREENBERG
ABRAHAM FEINSTEIN, Q.C
F. JAMES HOLMES
A. EDWIN HONEYWELL
ALAN K. COHEN
JANET E. BRADLEY
PETER G. HAGEN
NIKOL J. SCHULTZ
RONALD C. STEIN
LAWRENCE WEINSTEIN
DENIS RAIL
CATHERINE NASH
ELKE B. KLUGE

M. JAMES O'GRADY, Q.C.
ROBERT E. HOUSTON, Q.C
PAULL N. LEAMEN
LYON GILBERT
THOMAS J. MARLAY
WILLIAM J. HONEYWELL
MONIQUE METIVIER
LYNN D. RATUSHNY
MARY E. MARTIN
ALICIA NATIVIDAD
CYNTHIA SHIPTON-MITCHELL
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99, rue Metcalfe Street
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K1P 6L7

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TELECOPIER: (613) 238-8507
TELEX: SOLOWRIGHT 053-4326

DIRECT LINE/LIGNE DIRECTE:
FILE/DOSSIER NO.: 8404-1000

BY HAND

September 3, 1987

Mr. John Wright
Planning Commissioner
The Regional Municipality of
Ottawa-Carleton
222 Queen Street - 9th Floor
Ottawa, Ontario

OTTAWA-CARLETON
RECEIVED
3 1987
PLANNING DEPARTMENT

Dear Sir:

RE: South Keys Shopping Centre

We are solicitors for Campeau Corporation who are the owners of the land designated for development of the proposed South Keys Shopping Centre.

As indicated previously, Campeau Corporation is in agreement with the proposal of Regional staff to maintain the designation of the South Keys Shopping Centre. The proposed draft plan differs from the Discussion Papers in providing that the South Keys Centre may initially develop a gross leasable area of 50,000 square metres before a market study is required.

We have been instructed to continue to oppose the requirement for market study to be completed before a shopping centre can expand beyond the limits set out in Section 3.2.3.1 in the draft plan.

In respect to South Keys Shopping Centre, we would point out that all the other Regional centres designated in the plan are either on or within close proximity to the Ottawa Queensway and near the eastern and western sections of Ottawa. The proposed South Keys Shopping Centre is located on Bank Street near Hunt Club which is several miles south of the Queensway. The trade area for this Shopping Centre will be the southern section of the Region which does not presently have a level of service similar to the Queensway corridor. Our market Consultant has advised that given the existing trade area and retail demand within this area that the South Keys Centre could immediately expand up to 70,000 square metres. Our client is presently making plans to consruct a Regional centre up to this size in a single construction phase.

Our client has already entered into agreements with the City of Ottawa and the Regional Municipality. The agreement with the City of Ottawa provides for an initial construction of a centre of up to 500,000 square feet (i.e. approximately 47,000 square metres) with expansion to beyond that on completion of a market study to the satisfaction of the Commissioner of Community Development of the City of Ottawa. We believe that there is adequate protection of regional interest in this Agreement and in the Agreement that Campeau Corporation has already entered into with the Regional Municipality.

Although we continue to believe that it would be appropriate to delete the requirement in the proposed plan requiring market studies before expansion of any regional centre, if this is not an acceptable alternative, we would request that the Section 3.2.3.1 Paragraph 3 be amended to provide that the proposed South Keys Shopping Centre be constructed to 70,000 square metres gross leasable area without the necessity of a market study.

We intend to make submissions to Planning Committee with respect to these matters.

Yours truly

Douglas Kelly
DBK/web

c.c. Ashley D'Silva - Campeau Corporation

#047

269

August 26, 1987.

OTTAWA-CARLETON
AUG 31 1987
PLANNING DEPARTMENT

The Regional Municipality
of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

Attention: Secretary

Dear Mr. Brereton:

Re: Draft on Rural Policy Plan

This letter is in response to the Regional Municipality of Ottawa-Carletons' draft on Rural Policy Plan. We are opposed to the zoning of Lot 21 Conc. 4 and Lot 21 Conc. 3 as an Agricultural Resource Area. We feel that the land should be zoned General Rural to conform with the adjacent lands Lot 20 Conc. 3 and 4, as the quality of the soil is no different. As well, soil type in the area is No. 4 as discribed in Ministry of Agriculture and Food Soils with very low organic matter and lots of red sand. Farming has been tried in this area, but they are mainly hobby farmers who can afford to loose money. There is also some 40 acres of bush in Conc. 4 Lot 21.

Another reason would be to allow future growth for the Village of Richmond to the West as the land quality decreases very fast. Land to the South East in Lots 19, 20, 21, 22, 23 Conc. 2 are of the same soil type and you have allowed these land owners that benefit. Agricultural land to the North and along the Jock River is far richer for crop growth, thus Richmond could not expand beyound its limit in that direction. A point of interest right now is that top soil has been stripped off of a large portion of Lot 20 Conc. 4 (50 acres). This is the portion which you have allocated Agricultural Resource. Also, at this very moment top soil is being stripped off of the north corner of Lot 20 Conc. 3 (40 acres) which you have also designated Agricultural Resource. Does this mean Agricultural Resource Zoning allows the removal of top soil?.

As a resident farmer in the area, I am very familiar with the soil and its potential on Lots 21 Conc. 3 and 4 and thus recommend the Region re-evaluate and change the zoning to General Rural.

I further invite you to re-look at the area in question again and I would be more than happy to show you around.

Should you have any further questions, please do not hesitate to call me.

Yours truly,

Brian Arbuckle

Brian Arbuckle.

BA/ca

#048

OTTAWA-CARLETON
RECEIVED
SEP 2 1987
PLANNING DEPARTMENT

Box 158
Carp, Ontario
KOA ILO

24 August 1987

Planning Committee Coordinator
Regional Municipality of Ottawa-Carleton
14th Floor, 222 Queen Street
Ottawa, Ontario
KIP 5Z3

Attention: Ann Therese MacEachern

We believe that parcels totalling approximately, 180 acres between the Old Ottawa Road the Railroad Track in lots 10 through 15, Conc. I, Huntley Ward, Township of West Carleton has been inappropriately designated "Agricultural Resource Area" in the new Regional Draft Plan" and "Agriculture-low priority in the West Carleton Dec/86 official Plan Consolidation (the parcels, with major owners and acreage are shown of Figure 1). We believe that these parcels would more properly be designated "General Rural Area" in the Regional Plan and "Marginal Resources" in the West Carleton Plan. These designations would of course allow for the development of these properties as country estate lots.

The "General Rural Area" designation rather than the Agricultural Resources Area" designation of the Region, would seem more appropriate in that:

(1) much of the area is underlain be bedrock, gravel, swampy areas and steep slopes (see Figure 2); present soil maps do not show this detail;

(2) over one-half of the area is treed;

(3) many small open fields are either idle or used periodically for forage; property boundaries restrict the acreage of some of these fields to less than 20 acres; the one part-time farmer (Honeywell) utilizes the fields between rock outcrops and steep slopes, but his main agricultural operation lies to the south of the CN Railroad Track.

(4) numerous residences are located within this area (~12);

(5) a similar area across the Old Ottawa Road is being utilized mainly as Country Estate Residential - both within and beyond the limits of officially designated County Estate Developments.

A "Marginal Resource", rather than the "Low Priority Agriculture" designation of the Township would seem appropriate for the same reasons. In addition, these lands do not lie within a "broad Agricultural Resource area" (W.C. Plan p.27). They are more similar and would be effectively utilized in a manner similar to the lands across the Old Ottawa Road that are designated "Marginal Resource". The lands are clearly separated from the broad Agricultural Resource area to the south by a strip of land marked by the CN Railroad Track, relatively inaccessible grazing lands between the CN Railroad Track and Carp River, and the Carp River and its Associated floodplain (Hazard Land) (see Figure 1 and 2). On the attached topographical map it can be easily seen that the topography changes at the CN Railroad Track.

In summary, we believe that the lands in question would be more appropriately designated "General Rural Area" under the Official Plan and "Marginal Resource" under the Township Plan due to the nature of the topography, tree cover, bedrock distribution, size of land holdings, number of present residences and their closer affinity to the area across the Old Ottawa Road. A perfect buffer to the Agricultural Resource area to the south is available between the CN Railroad Track and Carp River.

Yours truly,

Vern and Joyce Rampton
Vern and Joyce Rampton
per V.J. Land Ltd.

E Honeywell
E. Honeywell

D. Rivington

W.S. Cox

I. Moxham

Janice A. Patterson
J.A. Patterson

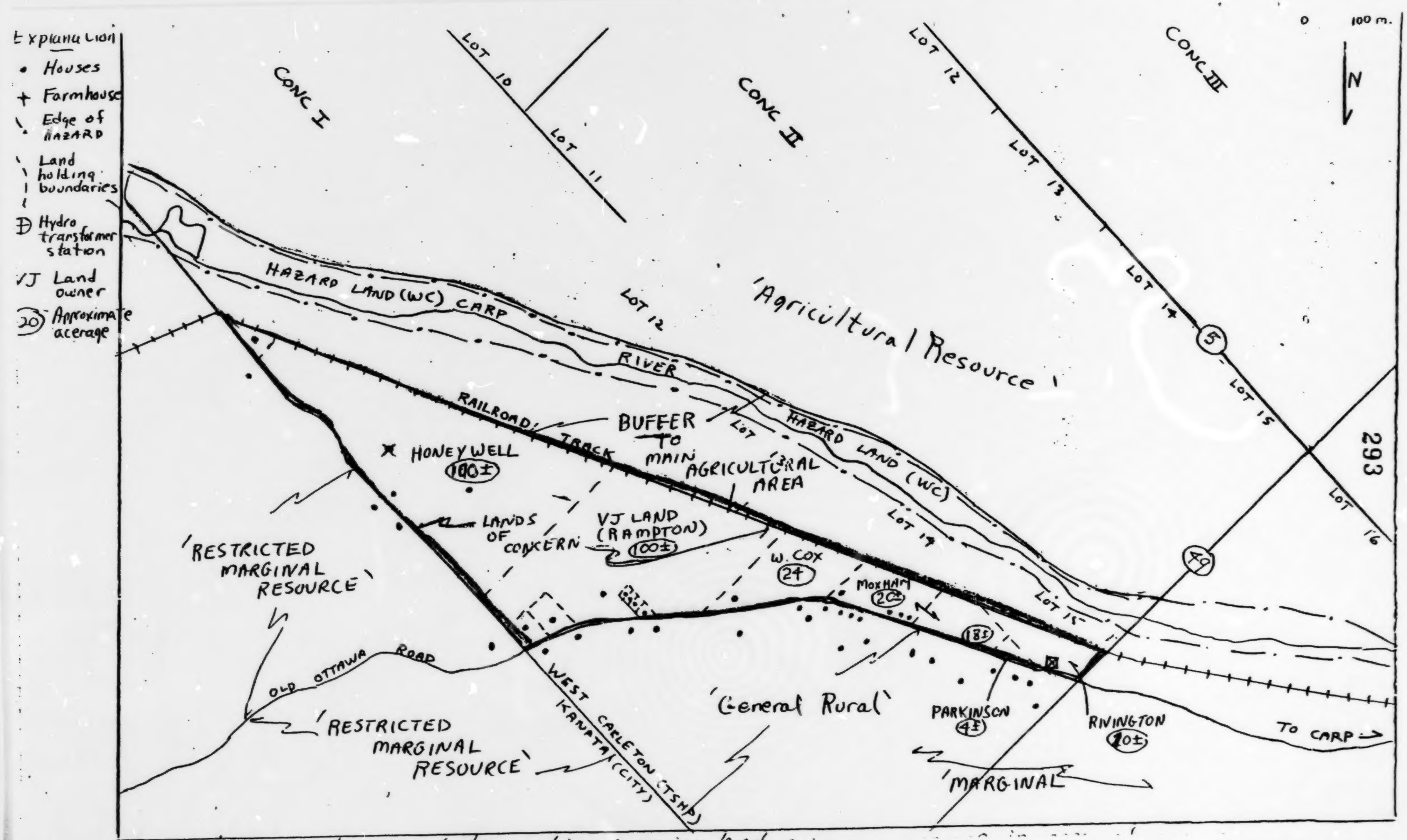

Explanation
Houses
Farmhouse
Edge of HAZARD
Land holding boundaries
Hydro transformer station
VJ Land owner
20 Approximate acerage
0 100 m.
N
CONC I
CONC II
CONC III
LOT 10
LOT 11
LOT 12
LOT 13
LOT 14
LOT 15
LOT 16
LOT 12
LOT
LOT 14
LOT 15
5
49
HAZARD LAND (WC) CARP
RIVER
HAZARD LAND (WC)
'Agricultural Resource'
RAILROAD TRACK
BUFFER TO MAIN AGRICULTURAL AREA
HONEYWELL
100±
LANDS OF CONCERN
VJ LAND (RAMPTON)
100±
W. COX
24
MOXHAM
20±
18±
'RESTRICTED MARGINAL RESOURCE'
OLD OTTAWA ROAD
'RESTRICTED MARGINAL RESOURCE'
WEST CARLETON (TSHP)
KANATA (CITY)
'General Rural'
PARKINSON
4±
RIVINGTON
20±
'MARGINAL'
TO CARP

Figure 1 Proposed regional designation [illegible]

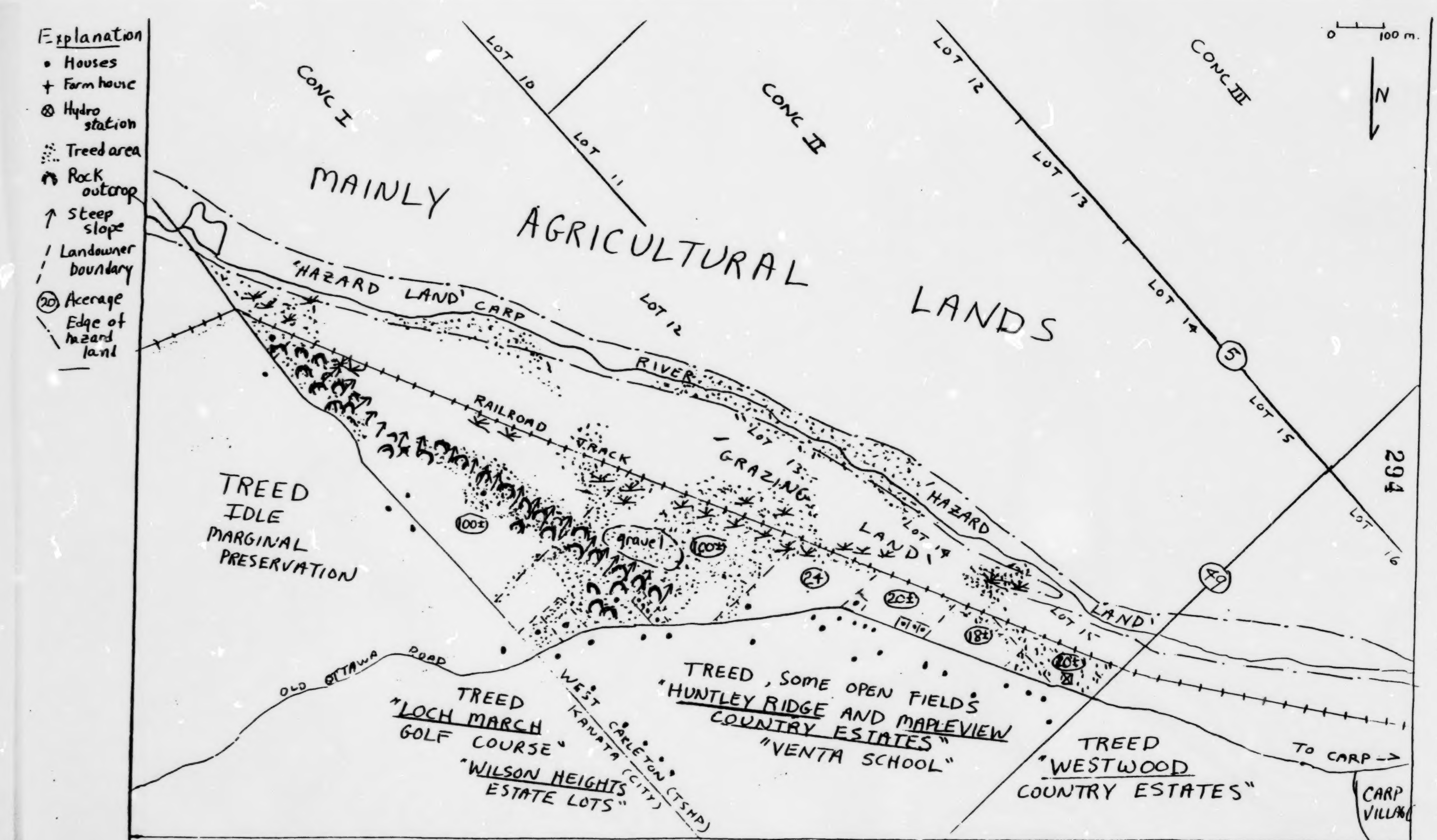
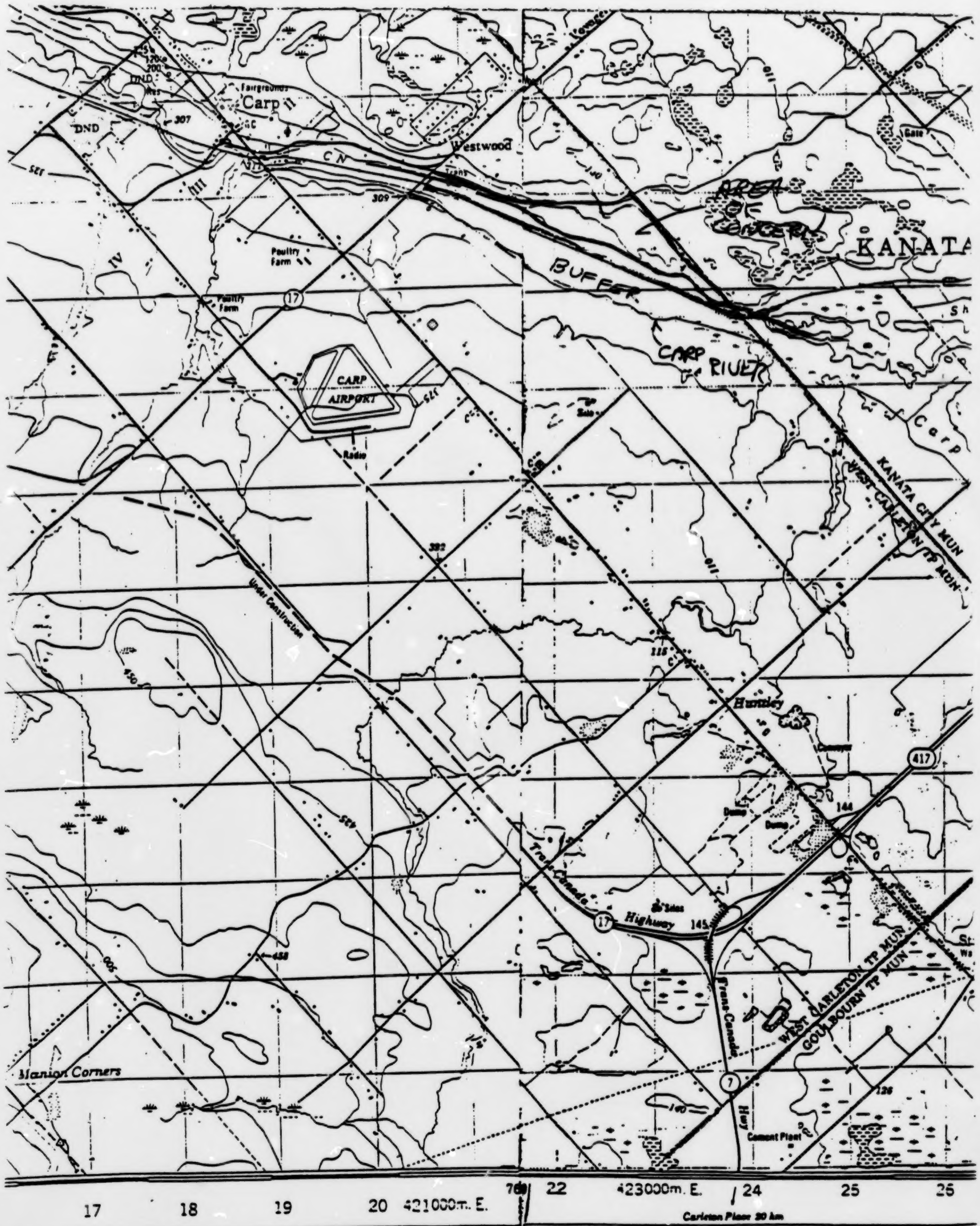

Explanation
• Houses
✝ Farm house
⊗ Hydro station
Treed area
Rock outcrop
↑ Steep slope
/ Landowner boundary
⑳ Acerage
Edge of hazard land
CONC I
LOT 10
LOT 11
CONC II
LOT 12
LOT 13
LOT 14
LOT 15
LOT 16
CONC III
0 100 m.
N
⑤
㊾
MAINLY AGRICULTURAL LANDS
"HAZARD LAND"
CARP RIVER
LOT 12
LOT 13
LOT 14
LOT 15
"HAZARD LAND"
RAILROAD TRACK
"GRAZING LAND"
gravel
100±
100±
24±
20±
18±
20±
TREED IDLE MARGINAL PRESERVATION
OLD OTTAWA ROAD
WEST CARLETON (TSHP)
KANATA (CITY)
TREED "LOCH MARCH GOLF COURSE"
"WILSON HEIGHTS ESTATE LOTS"
TREED, SOME OPEN FIELDS
"HUNTLEY RIDGE AND MAPLEVIEW COUNTRY ESTATES"
"VENTA SCHOOL"
TREED "WESTWOOD COUNTRY ESTATES"
TO CARP →
CARP VILLAGE

Figure 2 Cultural and natural features [illegible]


Carp
Fairgrounds
DND
DND
307
309
CN
Westwood
Poultry Farm
Poultry Farm
17
CARP AIRPORT
Radio
382
Under Construction
450
458
Manion Corners
AREA OF CONCERN
KANATA
BUFFER
CARP RIVER
Carp
KANATA CITY MUN
WEST CARLETON TP MUN
Huntley
Conveyor
Dump
Dump
144
145
417
Trans-Canada Highway
Trans-Canada Hwy
7
WEST CARLETON TP MUN
GOULBOURN TP MUN
Cement Plant
126
Gate
17
18
19
20
421000m. E.
22
423000m. E.
24
25
26
Carleton Place 20 km

Etablie par la DIRECTION DES LEVES ET DE LA CA SURVEYS AND MAPPING BRANCH.
MINISTERE DE L'ENERGIE. DES MINES ET DES OF ENERGY. MINES AND RESOURCES.
Mise à jour à l'aide de photographies aériennes prises en [illegible] 1979. Culture check 1979.
des ouvrages en 1976. Renseignements à jour en 1976.

[illegible] au Bureau des Cartes du Canada. [illegible] from the Canada Map Office.

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#049

ontario hydro

700 University Avenue, Toronto, Ontario M5G 1X6

September 1, 1987

File: 00544.206 T20

OTTAWA-CARLETON
RECEIVED
SEP 9 1987
PLANNING DEPARTMENT

BY COURIER

Mr. N. Tunnacliffe
Director
Policy and Program Division
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Tunnacliffe:

Subject: Draft Official Plan
Regional Municipality of Ottawa-Carleton

Thank you for providing us with an opportunity to review the Regional Municipality of Ottawa-Carleton Official Plan in draft form.

We have examined the document and note that it does not contain a specific policy relating to electric power facilities nor are they listed as a permitted use in any of the policy areas. As stated in our letter of June 18, 1986, we believe that it is important that the official plan contain a policy to provide for existing and future electric power facilities required to serve the Region.

Electric power facilities provide an essential service to the people of the Region and therefore should be recognized and provided for by a distinct policy in the official plan.

To accomplish this, we ask that the following policy be incorporated into the official plan:

> "Electric Power Facilities
>
> The development of electric power facilities shall occur in an orderly manner to facilitate the efficient and reliable provision of adequate electric power. As such, it is the policy of this Plan that electric power facilities are permitted in all land use designations without a Plan amendment provided that the planning of all such facilities is carried out having regard to the other policies of this Plan. Furthermore, Ontario Hydro shall consult with the municipality on the location of any new electric power facilities."

The inclusion of the foregoing policy in the official plan would clarify the Region's policy regarding these facilities and would be in keeping with Section 61 of the Planning Act, 1983.

Should you have any questions in this regard or require additional information, please contact me at (416) 592-3996.

Yours truly,

J.L. Ferguson
Senior Planner
Land Use & Environmental Planning Department
Room H8 A14

cc Mr. S. Carty, Ministry of Municipal Affairs

#050

Ontario

Ministry
of
Housing

Ministère
du
Logement

Eastern Regional
Housing Programs
Office

Bureau des programmes
de logement —
région de l'Est

1150 Morrison Drive
Ottawa, Ontario
K2H 8S9

1150, promenade Morrison
Ottawa (Ontario)
K2H 8S9

(613) 820-8305

298

September 7, 1987

Mr. Nick Tunnecliffe
Planning Department
Regional Municipality
of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Tunnecliffe:

Re: **Draft Official Plan**
Regional Municipality of Ottawa-Carleton

This letter is in response to our telephone conversation of August 31, 1986 concerning Section 6.2.1 of the Draft Official Plan entitled "The Regional Housing Statement".

Clause 2 indicates Council will prepare a Regional Housing Statement once every five years according to current criteria; however, the Region is eligible to apply for financial assistance from the Ontario Ministry of Housing to update the Housing Statement once every three years. Therefore, the Region may make an application to the Ministry of Housing on September 10, 1988 to receive $15,000 towards preparing an update.

We have no further comments to make on the Draft Official Plan at this time.

Yours truly,

Carole Tolley
Housing Analyst
Eastern Regional Housing
Programs Office

CT*mrg

OTTAWA-CARLETON
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SEP 9 1987
17
PLANNING DEPARTMENT

International Year of Shelter for the Homeless
1987
Année internationale du logement des sans-abri

#051

W.T. Leathem
Commissioner
of Planning

NEPEAN

PLANNING DEPARTMENT

our reference

your reference

September 9, 1987

OTTAWA-CARLETON
RECEIVED
SEP 9 1987
PLANNING DEPARTMENT

Mr. N. Tunnacliffe, Director
Policy and Program Division
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Sir:

Re: Draft Regional Official Plan

Please find attached the City of Nepean's response to the draft Regional Official Plan. The comments were approved by Planning Committee on September 8, 1987 and will be considered by Council on September 10, 1987.

In addition to the detailed comments, we would appreciate addressing Planning Committee concerning the growth strategy for the Region and the need for the expansion of the Barrhaven Community.

Your co-operation in affording us an opportunity to discuss the draft plan is appreciated.

Yours truly,

The Corporation of the City of Nepean

Per:

W.T. Leathem
Commissioner of Planning

SAC/kb
Encl.

CORPORATION OF THE CITY OF NEPEAN
3825 Richmond Road
Nepean, Ontario
K2H 5C2

613-829-1510

PLANNING DEPARTMENT REPORT

Meeting - September 8, 1987

SUBJECT: Regional Official Plan Hearings

RECOMMENDATION: This item is presented for the information and advice of Planning Committee.

REPORT: Hearings concerning the Regional Official Plan are scheduled to be held on September 15th. The Region has requested that comments be forwarded by September 4, 1987. As a result, the departmental comments have been forwarded to the Region and will have to be subsequently confirmed upon review by Planning Committee.

In general, many of Nepean's concerns expressed in response to the discussion papers, have been incorporated into the draft Official Plans. Recent information determined as a result of the servicing and planning study for the South Urban Community, have been the basis for further comment.

A copy of the department's comments will be forwarded under separate cover.

DRAFT REGIONAL OFFICIAL PLAN

INTRODUCTION:

The Department has reviewed the draft Regional Official Plan and the supporting documentation and is pleased that most of Nepean's Comments in response to the Official Plan Review discussion papers have been incorporated or responded to satisfactorily. In addition, staff have met with Regional Officials a number of times to discuss areas of mutual concern. As a general comment, the draft Regional Official Plan is a vastly improved document over the existing Official Plan, clearly enunciating the areas of Regional concern and setting out a defined Regional land use strategy. As a result, conflicting planning jurisdictions are minimized.

The following discusses the areas of concern and comments with respect to the draft Regional Official Plan.

IMPLEMENTATION POLICIES:

1. **Policy 1.7.2 Paragraph 5.**

This policy provides for the continuation of uses existing at the date of adoption of the Plan. Implementation policies should also provide for development which has been committed at the local level through the planning approvals process which may not conform to the revised Official Plan. In addition, limited infilling and restoration in case of fire or decay, should be recognized.

Regional Development Strategy:

2. **Servicing Strategy:**

Policy 2.1.6

Section 2.1.6 provides that as "a matter of first priority works will be undertaken to substantially complete servicing to Kanata and Orleans in advance of providing trunk services to the Stage 1 area in the south urban centre." It is understood the policy only relates to sewer and water services and the allocation of Regional funds. The policy should be clarified to provide for the servicing of Stage 1 south urban centre if alternative methods of financing the cost of services are determined. In this regard a separate financial study should be undertaken which examines methods of financing and the allocation of Regional funds.

Although it is realized that servicing is a problem in the east and west urban centres, it should be recognized that there are considerable advantages to encouraging development in the south which will have the effect of relieving both transportation and other servicing pressures. The provision of adequate land supply and choice of location should also not be ignored. It should be noted that to date the Region has primarily only contributed to the provision of water to Barrhaven. Future development will be subject to Regional Lot Development charges. In order to correct servicing deficiencies in the east and west, special local or Regional charges including municipal contributions needs to be examined.

A more flexible policy should be stated which provides for the commitment to servicing in the east and west but still permitting servicing of the south to proceed. A separate financial study is required which examines financing and the allocation of Regional funds.

Planning Studies South Urban Centre:

3. It is understood that the "joint" planning study required in Section 2.2 paragraph 3, involves the overall planning required for Regional services and does not require a joint study of all facilities in both Nepean and Gloucester.

   It is therefore recommended that the policy be amended to reflect that a study be undertaken immediately to determine appropriate policies for the provision of Regional services and other planning concerns.

Staging, Households and Jobs

4. **Policy 2.2. Paragraph 4** sets out a table requiring that a minimum and maximum number of households and jobs be provided for in the Stage 1 and Stage 2 area of the South Urban Community.

   Preliminary studies indicate however that because of constraints to development (noise cones, flood plains, transportation), there is more than adequate provision for jobs in the Stage 1 area north of the Jock River while not enough land suitable for residential in order to provide for the required 20,000 households including existing Barrhaven. In addition, it is more cost effective to service a portion of the area south of the Jock River than the western area of the Stage 1 lands north of the Jock River. To a large extent from a servicing point of view, it would appear staging falls more on an east west basis than north and south of the Jock River.

   As a result, it is necessary to develop at least one neighbourhood for approximately 5,000 people south of the Jock River. Calculations are based on the experience gained in the Barrhaven Community and conceptual plans prepared in relation to a detailed servicing study.

It is therefore recommended that in addition to the Stage 1 area designated north of the Jock River, an area south of the Jock River be designated for Stage 1, the limits to be determined as a result of the necessary planning study for the Stage 1 area.

Urban Area Policies

In general, it is felt that the Region has struck a good balance with respect to guiding development in order to achieve Regional objectives in the urban area, while still providing for a variety of development opportunities.

5. Policies for Employment and Shopping Facilities:

The Regional Plan designates Woodroffe and Baseline as a "Primary Employment Centre" which should accommodate at least 5,000 jobs, the two activity centres on Merivale Road which should provide between 2,000 and 5,000 jobs and the Merivale, Colonnade, Rideau Heights and north side of Bells Corners areas as Extensive Employment Centres which should accommodate at least 2,000 jobs at low densities.

Three types of shopping facilities are also identified. Regional Shopping Centres are designated and are at least 35,000 square metres. In Nepean Bayshore is designated but limited to a maximum of 70,000 square metres. Community Shopping Facilities between 10,000 and 35,000 square metres are provided for but not specifically designated. Community shopping facilities are permitted in areas designated as Primary or Secondary Employment Centres or General Urban Area. Neighbourhood Shopping Centres are also identified as being between 3,000 and 10,000 square metres and are permitted generally anywhere in the urban area.

The policies and designations for employment and shopping facilities generally recognize existing and planned future development opportunities in Nepean except for the area on the north side of Richmond Road and Robertson Roads in Bells Corners. The "Extensive Employment" designation would only permit neighbourhood level shopping facilities. Since there are numerous retail facilities within this area such as the IKEA Centre and K-Mart, which are or have the potential to be in excess of the 10,000 square metres, it is recommended that the designation be amended for the existing commercial area on the north side of Richmond Road and Robertson Road in Bells Corners from "Extensive Employment Area" to "General Urban Area". The effect of the change in designation will permit community sized shopping facilities.

Policies for General Urban Areas:

6. In areas designated "General Urban Area", permitted uses are primarily for residential purposes. Non residential uses also are permitted subject to the following policy.

"1 a) Aggregations of non-residential uses may be permitted up to a development potential of 2,000 jobs."

It is felt that this policy is not clear enough to convey the intent that large relatively high density development which generates significant traffic and employment is not permitted. The policy is not meant to apply to the urban area in general. For instance, it is understood that the policy does not apply to the aggregation of individual uses such as in Bells Corners or Merivale Road.

7. Policy 3. c) requires that "Where the road pattern is circuitous, direct pedestrian and/or bicycle paths shall be provided.

Although in principle it is agreed that safe and convenient bicycle travel is desirable, the necessity for direct paths is affected by many variables such as distance and type of land uses proposed. It is therefore recommended that the policy be reworded to: "Where the road pattern is circuitous, direct pedestrian and/or bicycle paths should be provided.

8. Policy 5 c) requires that the "location of high density blocks for buildings of more than four storeys minimize the shading of low density residential areas unless the location is undesirable with respect to transit consideration". Although the location of high density blocks is one way of minimizing sun shadow, the size and shape of the land in addition to building setbacks and design (i.e. the higher the building the farther it must be set back), are much easier to implement.

It is therefore recommended that the policy be deleted and replaced with a policy which requires that sun shadows from taller buildings be minimized through locational, building design and site planning criteria.

Development in the Rural Area:

General Rural Areas 4.2.3

General Rural Areas are those lands of less significant natural resource potential. Within these areas the Region's main concern is to maintain the rural character, while permitting limited residential development for farming, infilling and country lot development.

9. **4.2.3 Paragraph 15**

Country Lot Development:

The policies for Country Lot Development in Section 15 provide for recreational based country lot development such as around a golf course, where individual lot sizes can be less than .8 hectares, as long as the "development as a whole has an average lot size of not less than 0.8 hectares per dwelling unit."

This policy may still lead to confusion as to whether all lots or an average of all lots can be less than .8 hectares and does not make clear what land uses can be included to determine the density of the development as a whole.

10. **4.2.4 Infilling Development:**

A limited amount of infilling is permitted in "General Rural Areas" and "Agricultural Resource Area (River Corridor)", "if areas are designated in local official plans and the infilling does not result in extensions in length or depth."

It is felt that limited rounding off of existing development should be permitted where natural boundaries are used. The Rideau Glen Marina property in Lot 18, Concession "A", which at present is designated in the Nepean Official Plan and zoned Residential R1A, is an example.

Resource Area Policies

Farm Severance:

11. Policy 5.1.3.2

In the past Regional policies did not seriously limit the creation of farm related severances. Since existing farmers have had reasonable expectations of obtaining a severance, the Region is now proposing to limit severances by permitting the creation of one lot for each farming unit either for farm help or for retirement, regardless of the number of severances and new lots already created.

It should be noted that this situation exists in those municipalities where Regional policies have been followed by the Regional Land Division Committee and does not reflect the situation such as in Nepean where existing severance policy has limited severances to those in the interest of farming such as for consolidations, or for a retirement lot where the farm operator is retiring. Secondary dwellings required for farming are permitted to be constructed but not severed.

As a result, it is recommended that the Region require local official plans to include policies appropriate to their agricultural economy, recognizing past policies and severance activity. The discussion should indicate that a few municipalities have had clearly defined policies and as a result, the proposed Regional policies are viewed as a minimum requirement.

12. Policy 4 should clarify that the farmer must now be retiring.

13. Policy 5 should be amended to reflect that access to a Regional road should only be permitted where there is no reasonable alternative access. For example, an alternative access may use good agricultural land or be unreasonably long due to location.

14. Policy 8 provides that where non-farm residential lots designated in local official plans, are created in areas of poor land in Agricultural Resource Areas, that they be a minimum size of four hectares (10 acres). Although there may be a desire to limit the number of severances and their effects on agricultural operations, it is felt that the area restriction is arbitrary and should instead be established in local official plans.

Environmental Constraints

15. **7.2.3 Policies for Noise**

Policies for noise provide that generally residential development should not be permitted above the NEF/NEP 30 noise contour. Inside the Greenbelt however, residential development is permitted between the NEF/NEP 30-35 contours if the local official plan requires acoustic design measures to lessen the effects of noise. The basis of the policy is that development inside the Greenbelt is largely committed.

Preliminary plans for the expansion of Barrhaven also indicate that large areas are between the 30-35 NEF/NEP which in the past have been acceptable areas for residential development. Although other uses such as industrial and recreational uses can be planned to locate within some of the areas affected by the 30-35 contour, it would appear that a coherent land use plan would be difficult if the policy is strictly interpreted.

It is therefore recommended that policy 15 of Section 7.2.3 be amended to also permit residential development between the NEF/NEP 30-35 contour outside the Greenbelt within the new urban centres, subject to approval by the Region of the necessary studies required in Policies 3 and 5 in Section 2.2.

16. It is further recommended that areas outside the Greenbelt which are largely developed and to which limited infilling is desirable, should also be subject to Policies 15 and 16 which permit development above the NEF/NEP 30 noise contour. Such areas should be identified in the local official plan.

BY COURIER

September 8 ,1987

Bob Avery - Ghislaine Brunet
RR 1
Sarsfield, Ontario
KOA 3EO

OTTAWA-CARLETON
RECEIVED
31.
SEP 9 1987
PLANNING DEPARTMENT

Frances Rowe
Ontario Municipal Board
180 Dundas Street West
Toronto, Ontario
M5G 1E5

Ms. Rowe:

Re: M 870030, Z 870037 and Pending Official Plan

Enclosed please find a copy of the petition forms signed by local residents in support of the Brunet official plan amendment application to remove the quarry designation from the Canaan Hill region. Also attached is a copy of the covering letter which was filed with this petition at Cumberland Township Council. More people have signed since this letter was filed.

We would like the petition and attached letter to be part of the board's file on this matter. This petition was not some quickie job that was done over a weekend in a shopping centre. It took months of hard work and research. People wanted to know the facts before they signed. It involved going door-to-door and spending a lot of time with people. It also involved public meetings. We believe it deserves to be given proper weight by the board.

This letter is also to request that the Brunet official plan amendment application hearing be put over for at least a year. We estimate that it will take at least that long to raise the money required to put a full and proper case before the board. We estimate the minimal cost of the hearing for us to be $20,000. As you may know, we have been refused any type of funding by the provincial government. And we have spent one year of our lives and thousands of dollars fighting this at the township level. The township and the province do not have to raise money. They simply use our tax dollars against us.

In addition, I have enclosed a letter sent to township council June 2. As you can see, the applicant is willing to remove the country-lot-by-severance reference and agree to a total agricultural designation. This is something that nearly all the provincial and regional bodies involved agree with.

...2

We mention this now because it would be an even greater waste of time and money if this ends up before the board and, simply because council ignored this letter, we end up arguing about the relevancy of the country-lot-by-severance aspect of the application.

Also enclosed are comments made by Nigel Brereton, Manager of Rural Planning for the Regional Municipality of Ottawa-Carleton. These comments were made to the township's planning committee. We have asked council to hear from Mr. Brereton because he seems to be saying that this is the wrong place for quarries. Council has refused and went ahead and voted against the Brunet application, for which Mrs. Brunet paid $500. Something is wrong.

Further to your recent conversation with Mrs. Brunet in which you informed her that she would have to go to Toronto to see the OMB file on this matter. Or else she would have to pay 50 cents a page to have it copied. We realize that you are only telling us the rules. And we appreciate the time and attention you have given us on this subject. But there is something very wrong when the average Ontario citizen has to go through this to see a file. This file relates to an Ottawa-area matter and your ministry has offices in Ottawa.

Also, can you please confirm if all my (Avery) letters sent to Ms. Cheryl Hall on the Thorpe and Brunet applications have been made part of the board's file? We sent considerable documented material to Ms. Hall.

Finally, the applicant, Mrs. Brunet, is repeating her request that the Thorpe quarry application be heard separately from the Brunet official plan amendment application. The decision to hear the two matters together was made without consulting the applicant, Mrs. Brunet.

Thanks for your time and attention.

Yours truly,

Ghislaine Brunet

Bob Avery

Ghislaine Brunet

c.c. Ian Scott, Attorney General
Tom Smart, Senior Planner, Ministry of Municipal Affairs
Nigel Brereton, Manager of Rural Planning, Ottawa-Carleton

east of the Rideau River in Gloucester, and at Leitrim. Each of these potential sites were examined in terms of Regional water and sewer service, transportation, soil class, and the existing Official Plan. While each of the areas exhibit favourable factors, Region has concluded that the area in Nepean would be the most suitable. It was stated that development preference will be given to Orleans and Kanata before any development occurs to the south. Urban development for all three areas was explained in terms of emplyment potential and several employment nodes were identified along the present and proposed transitways.

Mr. Brereton continued the presentation by discussing the provision in the draft plan with respect to rural development, particularly in Cumberland Township. Region has agreed that rural development, mainly in the villages and designated estate lot areas will be regulated by the Municipality and the old lot quota system has been removed. Water and sewer systems will be private and Regional services will only be extended to these areas for health reasons. Residential development should be avoided in areas of pits and quarries. Region will not permit any type of development on hazard lands or organic soils. However if the Township can demonstrate that lands designated as within the floodplain are suitable for development, rezoning and not an OP amendment will be permitted. The Region considers that the rural severance system is being abused and plans to phase out new building lots in agricultural areas. Mr. Brereton concluded the presentation by explaining the differences between rural and urban development.

In the general discussion following the presentation, Committee members had numerous questions pertaining to the Plan. Councillor Dunn commented that road development should be given the same priority as water and sewer development, especially in the EUC. It was explained that roads were given a tier 1 or 2 priority and that all of the roads in question were classified as tier 1. Road construction is dependent upon available money which varies from year to year. In response to another question by Councillor Dunn pertaining to the Canaan Hill mineral resource area, Mr. Brereton explained that this area was not identified in the draft Regional Plan because it had poorer quality aggregate and only accounted for 2.5 to 4% of the total Regional requirement. The new Regional standard of 450-meter residential separation distances could not be observed in the Canaan Hill area. Councillor Dunn had a further question regarding the location of a hospital in the eastern area. Region is not directly involved with the designation of hospital sites. In response to another question, the Eastern Parkway is designated by Region as a tier 2 road. It was explained that the Federal Government has different road priorities from that of the Region. The Chairman enquired into what other sewage disposal facilities will be required in addition to the Greens Creek plant. No other facilities are foreseen because the expanded Greens Creek plant will be adequate over the long term. He also enquired into the degree of dollar-value consideration given to the draft plan and its impact on the long term future of the Municipality. In response to a question regarding the development limits of the villages, Mr. Tunnecliffe